

which is something critics of missile defense have long denied.

The challenge now is to build an effective defense against long-range missiles that builds on THAAD's success. This will require much more development and testing, and much more support from Congress and the Clinton administration.

The fact that it took the Army seven tests to score the first THAAD "hit" is not an argument against missile defense but an argument for investing more in anti-missile technologies. It can be done, but it's a difficult proposition.

Unfortunately, the United States cannot make progress as long as the Clinton administration observes the restrictions of the 1972 Anti-Ballistic Missile (ABM) Treaty. As a matter of international law the treaty is defunct since the United States' signing partner, the Soviet Union, ceased to exist in 1991. Misplaced devotion for the ABM Treaty hampers the development, testing and deployment of certain kinds of missile defense, ensuring that any system will be less capable than it otherwise could be.

IN MEMORY OF VICTORIA "VIKKI"  
BUCKLEY (1947-1999)

**HON. THOMAS G. TANCREDO**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Monday, July 19, 1999*

Mr. TANCREDO. Mr. Speaker, I rise to honor the memory of Colorado State Secretary, Victoria "Vikki" Buckley: a wife and mother of three, a public servant, a self made individual, and a leading citizen of the Denver Metro Area, in Colorado, who passed away last week.

Vikki Buckley was a courageous political leader who worked in the Secretary of State office for the citizens of Colorado for more than a quarter century. Few realize that Vikki, a Denver Native, began working in the secretary of state office 28 years earlier. She had been a welfare mom and actively removed herself from a system that she believed fosters dependency.

Many people have read about individuals who lift themselves through their own dedication and efforts, but it is seldom that they rise so quickly to an elected office. Vikki was educated in the Denver Public Schools attending East High School. She continued her education at Metro State College and then the Seible School of Engineering in Englewood where she received an Associates Degree in drafting. She was an active participant at Heritage Christian Center and in various political organizations including the Aurora Republican Forum and the Araphahoe County Republican Men's Club. She spoke frequently on issues of community and inclusion from the perspective of an American woman who happened to be black and Republican.

Elected Secretary of State in 1994, Vikki was the first American of African descent elected to a statewide constitutional office in Colorado. As a Republican, she was noted as the highest ranking African American female holding statewide office in America. She has been featured in publications from the controversial Limbaugh Letter (June 1999) to the Ladies Home Journal ("Against All Odds").

She was a rising star that believed in making government work for people. She was loved by friends and admired for her courage

of conviction. My heart goes out to her entire family upon their loss. I am honored to have known Vikki.

Governor Bill Owens released the following statement, "I join all Coloradans in being deeply saddened by the untimely passing of Colorado Secretary of State Vikki Buckley. She overcame many challenges in life and achieved high office in our state through determination and hard work. Vikki's competitive spirit paved the way for her election as Colorado's first African-American Secretary of State. Frances and I and our three children express our profound sympathy to Vikki's family on behalf of all Coloradans and our appreciation for her many years of service to our state."

Let the permanent RECORD of the Congress of the United States show that Vikki Buckley was a tireless advocate for the people of Colorado, and a friend of America.

THE MEAL TAX REDUCTION ACT

**HON. CHRISTOPHER H. SMITH**

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

*Monday, July 19, 1999*

Mr. SMITH of New Jersey. Mr. Speaker, today I am reintroducing the Meal Tax Reduction Act. This legislation, which I also introduced in the last session of Congress, is designed to alleviate some of the tax code inequities that hurt the food service industry. As many of my colleagues know, the food service industry is the only business specifically excluded from normal business expense deduction rules. My legislation is aimed at restoring fairness to current law.

The Meal Tax Reduction Act would partially restore the deduction permitted for meals and entertainment expenses to 80 percent. While I believe we should eventually reinstate the meal tax to 100 percent, this legislation takes the first steps to gradually restore the tax to at least the pre-1993 level of 80 percent.

Under the Balanced Budget Act, transportation workers can already deduct a higher percentage of their meal expenses than other workers, and transport workers will eventually be able to deduct 80 percent of their food expenses. My legislation would simply extend the deductions already put in place for the transportation industry, so that fairness is ensured for everyone.

This important legislation would eventually allow someone starting a small business, working away from home on a construction job, or traveling away on business to take a reasonable tax deduction for food expenses.

Since the law was changed in 1993 to a 50 percent meal tax deduction there has been a notable has had a negative effect on the restaurant sector of our economy. And the restaurant industry employs millions of people. Restoring the meal tax deduction would help create new jobs in our economy, often for people who are trying to enter the workforce for the first time. If welfare to work is to be fully implemented, we need to create the kind of entry level positions and entrepreneurial opportunities that are often the first steps up the ladder to the American Dream.

In addition, law penalizes and de-legitimizes the food service. The Meal Tax Reduction Act would begin moving the restaurant industry to

ward parity with other businesses. The act immediately increases the meal tax deduction to 60 percent next year, and eventually to 80 percent by the year 2008. My legislation gradually fixes the meal tax inequity.

Lastly, I want to note that since the introduction of my legislation last year, that support for meal tax equity has been steadily increasing. In fact, Chairman Bill Archer of the Ways and Means Committee has included meal tax reductions in his comprehensive tax plan that are very similar to legislation for which I have been advocating. There is nothing like an idea whose time has come.

INTRODUCTION OF THE NATIONAL  
TELECOMMUTING AND AIR  
QUALITY ACT

**HON. FRANK R. WOLF**

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

*Monday, July 19, 1999*

Mr. WOLF. Mr. Speaker, traffic congestion and lack of mobility threatens not only our nation's prosperity, but quality of life and the family unit. That is why today, I am introducing the "National Telecommuting and Air Quality Act," a bill designed to reduce both air pollution and traffic congestion.

Efforts around the country to widen existing facilities and construct new bridges and highways and improve mass transit are essential. However, improved and expanded use of new technologies is also essential to meeting transportation needs.

Telecommuting is also part of the answer to reducing traffic congestion and air pollution and easing the strain on families trying to find time to raise children and make ends meet from one payday to the next. It's also part of good environmental stewardship and energy conservation. Many jobs can be performed as well or better at home through the use of computers, faxes, email, and telephones than at an office or in other work centers.

Mr. Speaker, telecommuting, by large numbers of employees, has many positive bi-products to which I would like to draw my colleagues' attention.

Traffic congestion: In cities such as Los Angeles and Washington, D.C. (Numbers 1 and 2 on the gridlock list), telecommuting could reduce peak commuter traffic. According to research, 40 percent of the nation's workforce have jobs which are compatible with telecommuting. This reduction would come without paving one more lane of highway or adding one more bus or subway car. That saves money and makes everyone's life better.

Air pollution: Automobiles produce about 30 percent of urban smog. Telecommuting could take a large bite out of air pollution (including nitrogen oxide, carbon monoxide, lead, particulate matter, volatile organic compounds and carbon dioxide). The result helps now and leaves a better world for our kids.

Family wellness: Telecommuting gives workers more time to spend at home. Parents could care for infants or small children while they work. The stress of what to do with an ill relative—an older parent afflicted with Alzheimer's disease, for example—can be lessened. Working moms and dads could be better and more nurturing parents without having to leave the workforce. Instead of choices, there are good choices.

Benefits to the handicapped: People with handicaps who lead productive and useful lives, but decide that the hassle of getting to and from work just isn't worth it, could be in the mainstream of the workforce through telecommuting.

Energy conservation: Our nation remains heavily dependent on foreign oil, which is directly related to our culture of two- or more-car families and daily driving habits. Replacing the daily commute with telecommuting would reduce national oil consumption and help reduce dependency on foreign oil.

Telecommuting is the information age's answer to traffic congestion, environmental stewardship and strengthening the family. Studies have shown that telecommuting works to increase both employee productivity and morale, which in turn helps the business bottom line. The concept is a win-win proposal for reducing traffic congestion and improving air quality—at virtually no cost to the federal government. Problems of employees shortfalls are also eased—people leaving the workforce for personal reasons would be less inclined to do so. But outside of the communications industry and some participation in the high-tech community, American businesses have not yet caught the vision—and the benefits of telecommuting.

I believe the “National Telecommuting and Air Quality Act” can help.

The idea is to develop pilot programs to urge employers to encourage and allow their employees to telecommute. That, in turn, helps reduce regional traffic congestion and air pollution, and also enables the region to build new bridges and parkways within clean air regulations. The goal is to provide an incentive for the public and private sectors to use telecommuting.

The centerpiece of the telecommuting pilot project is a voluntary pollution credits trading program to explore the feasibility of using “profit incentives” to reduce traffic congestion and air pollution.

The idea works like this: millions of people nationwide get in their cars each morning and drive to work. This causes air pollution, and urban smog (nitrogen oxide, carbon monoxides, etc.) often referred to as ozone precursors. Yet there is little incentive for the private sector to become involved to reduce air pollution causing traffic. There is no monetary value placed on reducing this source of air pollution from a private sector business standpoint.

The pilot program would establish an air pollution credits trading program in which small and large businesses, non-profit organizations, federal and state governments, schools and universities, or any other employer, can acquire credits by voluntarily participating in an employee telecommuting program. Participating employers receive pollution credits for a portion of the reduced pollutants which they can then sell on an exchange similar to a commodities exchange.

Manufacturers and utility companies are currently regulated under the Clean Air Act and under increased pressure to reduce air pollutants from both the federal government and states which are struggling to develop implementation plans that improve air quality while allowing economic growth. Pollution credits trading is in practice today with sulfur dioxides (SOXs), which were mandated to be reduced under the Clean Air Act. Trading occurs be-

tween utility companies and manufacturing operations.

If the air pollution credit trading program were in place, a participating employer which allowed its employees to telecommute on a regular basis would receive a pollution reduction credit for keeping those cars off the road and would be able to sell a portion of those credits for cash on a trading exchange. The size or value of the credit would be determined by the estimated pollution reduction.

Any number of groups could buy the credits including utilities or other regulated entities under the Clean Air Act. Even environmental groups might want to buy pollution credits and hold on to them. The net result is reduced air pollution and traffic congestion, and most importantly an improvement in quality of life—more time with the family and less time on the road in traffic. And if all the studies are correct, these gains will be made with no loss of worker productivity. In fact, studies indicate telecommuting increases productivity.

The bill provides a grant to the National Environmental Policy Institute to work with the Department of Transportation, the Environmental Protection Agency and Department of Energy to develop, in conjunction with regional businesses and local governments, a telecommuting clean air credits trading program in major metropolitan regions in the country confronted with significant traffic congestion. Included in the pilot will be the Washington, D.C., and Los Angeles, California, metropolitan regions, the top two most congested regions in the nation, and several other heavily congested areas.

Mr. Speaker, the reason for the pilot program is two-fold. First, as chairman of the House Appropriations Transportation Subcommittee and as a representative of one of the fastest growing regions in the country, I understand today's serious transportation needs. Loudoun County, Virginia, in my district, is the third fastest growing county in the nation. Between 1976 and 1997 Loudoun County's population has shot up 175 percent. Those of you familiar with Tysons Corner may be interested that in 1976 it had 3.5 million square feet of office space. Today there is more than 21 million square feet of office space, a 500 percent increase.

With this rapid and sustained growth, it should be no surprise that Washington is the second most traffic congested region in the country. Spending an hour and a half commuting each way to work is typical for many area residents.

Also, I have long been an advocate of “family-friendly” workplace policies, particularly with the federal government. Families today are under so much daily stress and are faced with too many difficult challenges. Perhaps the most frustrating part of an hour and a half commute is that in many cases it could have been avoided. I think it is even more frustrating when both parents are working. Today's moms and dads are challenged to race home and get a hot meal on the table so they can sit, eat and talk together as a family.

In the 101st Congress, I was a part of a successful effort to authorize and fund a metro-wide federal telecenter program which now boasts a total of 17 regional federal telecenters. There are seven telecenters in Northern Virginia, including one of the first telecenters to open in the Shenandoah Valley Tele-Business Center in Winchester, Virginia. The

centers are up and running with the latest technologies and technical support staff on hand. The next logical step is to get the public and private sectors involved in a wider telecommuting effort for their employees who can take advantage of cutting-edge technology to work from home.

I have talked with leaders in the high-technology community about this telecommuting and air quality project. I have urged participation of industry leaders such as ATT, Litton Corporation, AOL, Orbital, and Science Application International Corporation and would encourage them to join in a symposium this fall on telecommuting initiatives for the Washington metropolitan region. The symposium would be part of the TeleWork America initiative spearheaded by the International Telework Association and Council.

Any weekday morning, you can see the traffic back up along the Dulles Toll Road with high-tech buildings dotting the landscape along the corridor. If anyone can show how successful telecommuting can be, these are the businesses to lead the way.

Clearly, as we are poised to enter the 21st Century—the “Information Age”—telecommuting has a place. I have heard it said that work is something you do, not someplace you go. A pollution reduction credit trading program will provide the incentive for the private sector to lead the way in the telecommuting effort.

Mr. Speaker, I hope our colleagues will look at this bill and consider signing on as a cosponsor of this proposal to promote cleaner air and less traffic congestion.

H.R. —

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

**SECTION 1. SHORT TITLE.**

This Act may be cited as the “National Telecommuting and Air Quality Act”.

**SEC. 2. GRANT PROGRAM FOR DESIGN OF PILOT PROGRAM REGARDING TELECOMMUTING AS MEANS OF IMPROVING AIR QUALITY.**

(a) IN GENERAL.—

(1) GRANT FOR DESIGN OF PILOT PROGRAM.—The Secretary of Transportation (in this section referred to as the “Secretary”) shall make a grant to a nonprofit private entity that is knowledgeable on matters relating to air quality for the purpose of developing a design for the proposed pilot program described in subsection (b). The grant shall be made to the National Environmental Policy Institute (a nonprofit private entity incorporated under the laws of and located in the District of Columbia), if such Institute submits an application for the grant.

(2) ADMINISTRATION OF PROGRAM.—The Secretary shall carry out this section (including subsection (c)(1)(C)) in collaboration with the Administrator of the Environmental Protection Agency and the Secretary of Energy.

(b) PROPOSED OZONE PRECURSOR CREDIT-TRADING PILOT PROGRAM.—

(1) DEFINITIONS.—For purposes of this section:

(A) The term “participating employers” means employers that voluntarily authorize and engage in telecommuting.

(b) The term “telecommuting” means the use of telecommunications to perform work functions under circumstances in which the use of telecommunications reduces or eliminates the need to commute.

(C) The term “regulated entities” means entities that are regulated under the Clean

Air Act with respect to emissions of one or more ozone precursors.

(D) The term "ozone precursors" means air pollutants that are precursors of (ground level) ozone.

(E) The term "VMTs" means vehicle-miles-traveled.

(2) DESCRIPTION OF PROGRAM.—For purposes of subsection (a)(1) and other provisions of this section, the proposed pilot program described in this subsection is a pilot program under which the following would occur:

(A) Methods would be evaluated and developed for calculating reductions in emissions of ozone precursors that can be achieved as a result of reduced VMTs by telecommuting employees of participating employers.

(B) The estimated reductions in such emissions for the periods of time involved would be deemed to be items that may be transferred by such employers to other persons, and for such purpose the employers would be issued certificates indicating the amount of the reductions achieved for the periods (referred to in this section as "emission credits").

(C) A commercial trading and exchange forum would be made available to the public for trading and exchanging emission credits.

(D) Through the commercial trading and exchange forum, or through direct trades and exchanges with persons who hold the credits, regulated entities would obtain emission credits.

(E) Regulated entities would present emission credits to the Federal Government or to the State involved (as applicable under the Clean Air Act) and the amounts of reductions in emissions of ozone precursors represented by the credits would for purposes of the Clean Air Act be deemed to assist in achieving compliance.

(F) The Federal Government would (explore means) to facilitate the transfer of emission credits between participating employers and regulated and other entities.

(C) SITES FOR OPERATION OF PILOT PROGRAM.—

(1) IN GENERAL.—The Secretary shall ensure that the design developed under subsection (a) includes (recommendations for) carrying out the proposed pilot program described in subsection (b) in each of the following geographic areas:

(A) The greater metropolitan region of the District of Columbia (including areas in the States of Maryland and Virginia).

(B) The greater metropolitan region of Los Angeles, in the State of California.

(C) Three additional areas to be selected by the Secretary, after consultation with the grantee under subsection (a).

(2) CONSULTATION.—The Secretary shall require that, in carrying out paragraph (1) with respect to a geographic area, the grantee under subsection (a) consult with local governments and business organizations in the geographic area.

(d) STUDY AND REPORT.—The Secretary shall require that, in developing the design under subsection (a), the grantee under such subsection study and report to the Congress and to the Secretary the potential significance of the proposed pilot program described in subsection (b) as an incentive for expanding telecommuting and reducing VMTs in the geographic areas for which the design is developed, and the extent to which the program would have positive effects on—

(1) national, State, and local transportation and infrastructure policies;

(2) energy conservation and consumption;

(3) national, State, and local air quality; and

(4) individual, family, and community quality of life.

(e) AUTHORIZATION OF APPROPRIATIONS.—

For the purpose of making the grant under

subsection (a), there is authorized to be appropriated \$250,000 for fiscal year 2000. Amounts appropriated under the preceding sentence are available until expended.

#### STATEMENT ON THE 5TH ANNIVERSARY OF THE AMIA BOMBING

**HON. NITA M. LOWEY**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Monday, July 19, 1999*

Mrs. LOWEY. Mr. Speaker, over the past decade, we have seen a horrifying increase in terrorist attacks around the world. Extremists in every corner of the globe have carried out violent, deadly attacks on innocent civilians in the Middle East, Latin America, the United States, and elsewhere.

One of the worst terrorist attacks in the 1990s was the bombing of the AMIA Jewish Community Center in Buenos Aires, Argentina. July 18, 1999 marks the fifth anniversary of this cowardly attack on the Jewish community of Argentina, which tragically took the lives of 86 people, and injured over 200 more.

I rise today to honor the memory of the victims of the AMIA bombing; to pay tribute to the families of those victims, who have carried on with tremendous strength and courage; and to join them in their call for justice.

Mr. Speaker, although it has been five years since the AMIA bombing—and seven years since the bombing of the Israel Embassy in Buenos Aires, which killed 29 people—the perpetrators of these terrorist attacks have not yet been brought to justice.

Last year, I had the privilege of visiting Buenos Aires and meeting with representatives of the Jewish community there. I stood with members of Memoria Activa, AMIA, DAIA, and others affected by these bombings, and I joined them in their demand that the Argentine government do more to arrest and prosecute those responsible for these terrible attacks. But our calls have gone unanswered.

The absence of swift and sure justice for the terrorists who carried out these attacks is a tragic mockery of the memory of those who lost their lives. A terrorist attack anywhere in the world is a threat to all of us. And a terrorist attack that goes unpunished, is an invitation for these cowards to strike again.

Mr. Speaker, today we honor the memory of the victims of the AMIA bombing. The greatest gift we can give to their friends and family is to bring their killers to justice. I can upon our own government and the Argentine government to do everything in their power to close this horrible chapter in our fight against terror.

#### HALTING THE ANTHRAX VACCINATION PROGRAM, H.R. 2548

**HON. BENJAMIN A. GILMAN**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Monday, July 19, 1999*

Mr. GILMAN. Mr. Speaker, I rise today to introduce H.R. 2548, a bill to halt the implementation of the Department of Defense' Anthrax Vaccination Program. I urge my colleagues to join me in supporting this worthy legislation.

This legislation would halt the continued implementation of the force-wide Anthrax Vaccination Program within the Department of Defense. As my colleagues may know, this program was the result of a decision reached by the Secretary of Defense early last year that mandatory vaccination of all personnel in the U.S. Armed Forces was necessary.

Concerns about the program began shortly after its implementation earlier this year and have increased as the number of troops receiving the vaccine has increased. These problems attracted the attention of the Government Reform Subcommittee on National Security, which initiated a series of hearings in March. To date, the subcommittee has had three hearings, with a fourth scheduled for this week.

The congressional hearings held in March, April, and June have raised a number of concerns about the vaccination program including its purpose, its value, the manner in which it is being carried out, and its effects on those who serve in uniform. These concerns have been heightened by recent media reports and information circulating among those affected by the vaccine. Subsequently, my office, and those of many of my colleagues, has received an increasing number of contacts from concerned constituents, both members of the Armed Forces, as well as their distraught parents or relatives.

The Secretary of Defense set out four specific conditions that had to be met before the vaccination program could start: First, supplemental testing to assure sterility, safety, potency, and purity of the vaccine stockpile; second, implementation of a system for fully tracking anthrax immunizations; third, approval of operational plans to administer the vaccine and communications plans to inform military personnel; and fourth, review of medical aspects of the program by an independent expert.

According to the hearing testimony before the subcommittee, none of these conditions was satisfactorily addressed before the vaccine program was implemented.

The most prominent concern raised relates to the overall effectiveness of the vaccine. The FDA approval cited by the Defense Department was for a vaccine that was designed to protect workers in the woolen industry from cutaneous contact with anthrax spores. Conversely, the primary anthrax threat facing military personnel is not from cutaneous, but weaponized versions of the bacteria, which are inhaled by their victims. There has been little or no testing of the vaccine's effectiveness in humans against this form of anthrax. Some testing has been done on animals with mixed results, the most promising returns coming from laboratory monkeys. However, to assume a drug that has achieved moderately successful results in primates will have a similar response with humans is only the start of basic research, not a definitive conclusion based on solid scientific evidence.

Moreover, Mr. Speaker, there is no evidence from the Defense Department that this vaccine would be effective against altered or multiple anthrax strains. Given that the Soviet Union placed a high priority on the development of the deliverable multiple anthrax strains, this is a legitimate concern. Analysis of tissue samples from Russians killed in an accidental anthrax release from a production facility in the 1970's have indicated infection from a combination of individual strains.