

to develop plans for achieving national environmental standards established by the EPA which are tailored to meet local conditions and priorities.

Moreover, the EPA should enter into memoranda of understanding with individual states outlining performance, firm joint goals, and measures to ensure compliance with federal environmental laws while recognizing states that having achieved primacy in environmental programs have the right to direct compliance actions.

Further, Mr. Speaker, I call upon Congress to direct the EPA to develop policies and practices which recognize successful environmental policy and implementation are best achieved through balanced, open, inclusive approaches where the public and private stakeholders work together to formulate locally-based solutions to environmental issues. In addition, threats of enforcement action to coerce compliance with specific technology or processes often do not result in environmental protection but rather encourage delay and litigation, and are disincentives to technological innovation, increasing animosity between government, industry and the public, and raising the cost of environment protection.

Finally, effective management of environmental compliance is dependent upon the EPA shifting its focus from threats of enforcement action to one of compliance and the use of all available technologies, tools, and actions of the individual states.

AMERICAN EMBASSY SECURITY  
ACT OF 1999

SPEECH OF

**HON. ROBIN HAYES**

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

*Monday, July 19, 1999*

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2415) to enhance security of United States missions and personnel overseas, to authorize appropriations for the Department of State for fiscal year 2000, and for other purposes.

Mr. HAYES. Mr. Chairman, there have long been concerns regarding the funding of the United Nations Population Fund and its family planning practices around the world. From 1986 to 1992, UNFPA received no United States funds because of its presence in China, where coercive population practices have been reported. In 1993, this administration let these family planning practices off the hook and funding was restored. Until the UNFPA provides concrete assurances that it was not engaged in, or does not provide funding for, abortions or coercive family planning programs. I can not support this additional funding to the UNFPA.

Intense pressure to meet family planning targets set by the Chinese government has resulted in documented instances of officials using coercion, including forced abortion and sterilization, to meet government population goals.

The family practices employed by the Chinese government are alarming. Poll after poll reveals that a significant portion of Americans believe abortion is morally wrong, and even more Americans would agree that federal tax

dollars should not be used to fund abortions. This loophole in funding must be closed for the safety of unsuspecting mothers who are given little choice.

I am adamantly opposed to any commitment of federal funds for the purpose of abortion services in the United States or abroad. I also oppose the deceptive actions of the United Nations family planning agencies that use their UN funding to pay the electric bill while diverting "private funds" to pay for their forceful family planning practices. How can I go back to my district and tell my constituents I don't have the resources to help protect our neighborhoods or for after school programs for our students, because we have to sent our federal dollars to the United Nations to perform abortions?

I cannot support funding for the United Nations Population Fund until there are assurances and documented evidence that United States federal funds do not fund abortions half way around the world. I ask my colleagues to support the Smith-Barcia Amendment and to vote no on the Campbell-Gilman amendment.

HONORING DAVID ANDERSON

**HON. LOIS CAPPS**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 20, 1999*

Mrs. CAPPS. Mr. Speaker, today I rise to bring to the attention of my colleagues a friend and a leader who was recently honored by the Land Trust of Santa Barbara County for years of outstanding commitment to our environment—David Anderson. David has dedicated himself to the preservation of land in Santa Barbara County and the Central Coast.

David Anderson is the co-founder and past President of the Land Trust. He has been intimately involved in almost every conservation effort the Trust has worked on in the last fifteen years. David has been a constant source of support to community groups, property owners and government agencies in Santa Barbara county where the preservation of land was at stake. Because of his efforts and leadership, open space has been preserved on the Gaviota Coast, coastal bluffs have been preserved near Point Sal, the Great Oak Preserve in the Santa Ynez Valley was established, and grasslands near Lompoc have been conserved. These are but a few examples of the land that David and the Trust has secured for today and in perpetuity.

David has also greatly contributed to other community organizations. He has served as Past President and is currently the Co-Executive Director of the Santa Barbara Museum of Natural History, he has been a Board member of the Nature Conservancy, and President of Get Oil Out. In addition, he has been the Past Chairman of the County Air Pollution Hearing Board and a City of Santa Barbara Planning Commissioner.

Mr. Speaker, I was honored to join the Land Trust for Santa Barbara County this past weekend to pay tribute to David Anderson. He is a man who has dedicated himself to creating and preserving our most precious resources—our land and our environment. I commend him for years of service to the County of Santa Barbara and to our nation.

PERSONAL EXPLANATION

**HON. VITO FOSSELLA**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 20, 1999*

Mr. FOSSELLA. Mr. Speaker, I am not recorded on rollcall numbers 308 for the Lewis and Clark Expedition Bicentennial Commemorative Coin Act; 309 for the Sense of Congress Regarding the U.S. in the Cold war and the Fall of the Berlin Wall; and 310 for the Iran Nuclear Proliferation Prevention Act. I was unavoidably detained and therefore, could not vote for this legislation. Had I been present, I would have voted "aye" for all of the above resolutions.

HONORING FIRST AMERICAN  
TITLE COMPANY

**HON. GEORGE RADANOVICH**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 20, 1999*

Mr. RADANOVICH. Mr. Speaker, I rise today to recognize First American Title Company for devoting themselves to the improvement and development of the City of Clovis, California. Through many activities and events, First American Title Company has devoted countless hours to the development and enhancement of the County of Fresno, specifically the City of Clovis.

One of America's oldest and largest real estate related financial services companies celebrated its centennial in 1989. The First American Financial Corporation traces its roots back to 1889 when what was then rural Orange County, California, split off from the County of Los Angeles. At that time, title matters in the brand-new county were handled by two firms—the Orange County Abstract Company and the Santa Ana Abstract Company. In 1894, C.E. Parker, a local businessman, succeeded in merging the two competitors into a single entity, the Orange County Title Company, the immediate predecessor of today's First American Title Insurance Company.

Later, the company took a new name, First American, and expanded the geographic scope of its operations. In 1968, the firm was restructured into a general holding company, The First American Financial Corporation, conducting its title operations through First American Title Insurance Company and its subsidiaries. Existing title and abstract companies were purchased, new offices were established, and agency contacts were negotiated. Through a well-planned and managed expansion program, First American built an organization that serves every region of the country.

The Company operates through a network of more than 300 offices and 4,000 agents in each of the 50 states. It provides title services abroad in Australia, the Bahamas, Canada, Guam, Mexico, Puerto Rico, the U.S. Virgin Islands, and the United Kingdom.

First American's business practices are a blend of the newest techniques and technologies with the old, tried and true ways of providing personal service. The critical ingredient in the company's formula for success is people.

Mr. Speaker, I rise to recognize First American Title Company as a leader in the community. I urge my colleagues to join me in wishing them many more years of continued success.

A GIANT LEAP FOR MANKIND

**HON. STEPHEN HORN**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 20, 1999*

Mr. HORN. Mr. Speaker, today is the 30th anniversary of man's first steps on the moon. Everyone recognizes the historical importance of the Apollo 11 mission. But we must keep July 20, 1969, from fading from our thoughts as just another date in the history books. The 30th anniversary of the moon landing gives us an opportunity to revisit the drama and sense of wonder that accompanied that momentous occasion.

Although the Soviet Union was first to put a man into space, President Kennedy upped the ante dramatically when he challenged our nation in 1961 to land a human being on the moon before the end of that decade. When our nation fulfilled that goal, it not only demonstrated our technological superiority, but also the patriotism and dedication of the American people.

The success of the Apollo program was a testament to the hard work of many Southern California aerospace workers. Rockwell's production facility in Downey—now owned by Boeing—produced Apollo 11's Command and Service Modules. The energy, enthusiasm, and bold innovation of the aerospace workers in our area was a key component of our nation's fulfillment of President Kennedy's challenge. They brought worldwide recognition to Southern California as a leader in aerospace technology, a reputation that deservedly continues to grow today.

Since aerospace technology has progressed so much in the past three decades, it is easy to forget how incredible a feat the moon landing was in 1969. It is still remarkable. The Saturn V launch vehicle for the Apollo 11 mission contained 960,000 gallons of propellant—enough fuel for a car to drive around the world more than 400 times. The engines of the Saturn V launch vehicle had combined horsepower equivalent to 543 jet fighters.

Recent reports of an alternate speech that President Nixon was prepared to deliver in case of a disaster in the moon mission remind us how potentially dangerous the mission was. The possibility was very real that something could go terribly wrong with the mission, stranding Neil Armstrong and Buzz Aldrin on the moon. For their courageous willingness to sacrifice, they deserve our continuing gratitude and admiration, as do all of our men and women who have traveled into space.

Our mission of space exploration continues today. The research conducted during space shuttle flights and on the International Space Station brings a wide range of benefits to our lives on Earth, from health care improvements to innovations in industrial processes. And unmanned exploration modules, such as the Pathfinder which went to Mars, expand our knowledge of our universe to a previously unimagined degree. Our space program has achieved things that generations of people

never contemplated. If we keep a strong commitment to space exploration now, future generations can turn the science fiction of today into the reality of tomorrow.

COLORADO SENATE JOINT  
MEMORIAL 99-003

**HON. BOB SCHAFFER**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 20, 1999*

Mr. SCHAFFER. Mr. Speaker, federal highway demonstration projects should be eliminated. That is the official position of the State of Colorado as established by Colorado Senate Joint Memorial 99-003 which was recently adopted by the Colorado General Assembly.

The Memorial directs the federal government to replace specific demonstration projects with a state block grant program for distribution of funds remaining after formula distribution. Mr. Speaker, Congress should keep in mind, federal fuel tax funds belong to the people of America residing in the several states. State governments, being closer to the people are clearly better able to distribute and spend these revenues on highway projects more consistent with local priority.

Colorado's position on this matter is one shared by many states and by many Members of Congress including me. On the basis of Colorado's SJM 99-003, I urge my colleagues to consider a more state-centered approach to highway fund redistribution. I am sufficiently persuaded, Mr. Speaker, Colorado can do a much better job and more efficient job of prioritizing federal highway funds than can the politicized methods of Washington, D.C. I ask our colleagues, Mr. Speaker to fully consider the directives issued by the Colorado General Assembly through SJM 99-003. Furthermore the wisdom of our state legislators should figure prominently in the national policy we construct here on the House floor.

Mr. Speaker, I hereby submit for the RECORD a copy of SJM 99-003 and commend State Senator Marilyn Musgrave and State Representative Ron May for their sponsorship of this important Resolution. Their leadership in the area of transportation has proven valuable in furthering the economic stability of our Great State. Moreover, the entire General Assembly of Colorado has once again established itself as a forceful leader in effecting national policy.

SENATE JOINT MEMORIAL 99-003

(By Senators Musgrave, Hernandez, Nichol, and Powers; also Representatives May, Hoppe, Kaufman, Kester, Larson, Lee, McElhany, Nunez, Scott, Sinclair, Swenson, Taylor, T. Williams, and Young)

MEMORIALIZING CONGRESS TO ESTABLISH A BLOCK GRANT PROGRAM FOR THE DISTRIBUTION OF FEDERAL HIGHWAY MONEYS, TO USE A UNIFORM MEASURE WHEN CONSIDERING THE DONOR AND DONEE ISSUE, TO ELIMINATE DEMONSTRATION PROJECTS, AND TO EXPAND ACTIVITIES TO COMBAT THE EVASION OF FEDERAL HIGHWAY TAXES AND FEES

Whereas, Due to the dynamics of state size, population, and other factors such as federal land ownership and international borders, there is a need for donor states that pay more in federal highway taxes and fees than they receive from the federal government and for donee states that receive more mon-

neys from the federal government than they pay in federal highway taxes and fees; and

Whereas, The existence of such donor and donee states supports the maintenance of a successful nationwide transportation system; and

Whereas, There should be a uniform measure when considering the donor and donee issue, and a ratio derived from the total amount of moneys a state receives divided by the total amount of moneys that the state collects in federal highway taxes and fees is a clear and understandable measure; and

Whereas, Demonstration projects are an ineffective use of federal highway taxes and fees; and

Whereas, All moneys residing in the federal highway trust fund should be returned to the states either for use on the national highway system or nationally uniform highway safety improvement programs or as block grants; and

Whereas, The state block grant program should allow states to make the final decisions that affect the funding of their local highway projects based on the statewide planning process; and

Whereas, Only a reasonable amount of the moneys collected from the federal highway taxes and fees should be retained by the United States Department of Transportation for safety and research purposes; and

Whereas, States with public land holdings should not be penalized for receiving transportation funding through federal land or national park transportation programs, and such funding should not be included in the states' allocation of moneys; and

Whereas, The evasion of federal highway taxes and fees further erodes the ability of the state and the federal government to maintain an efficient nationwide transportation system; now, therefore, be it

*Resolved by the Senate of the Sixty-second General Assembly of the State of Colorado, the House of Representatives concurring herein:*

(1) That, when considering issues related to donor and donee states, the federal government should adopt a ratio derived from the total amount of moneys a state receives in federal highway moneys divided by the total amount of moneys the state collects in federal highway taxes and fees; and

(2) That all demonstration projects should be eliminated; and

(3) That after federal moneys have been expended for the national highway system and safety improvements, a state block grant program should be established for the distribution of the remaining federal moneys; and

(4) That it is necessary to expand federal and state activities to combat the evasion of federal highway taxes and fees. Be it

*Further Resolved*, That copies of this Joint Memorial be transmitted to the President of the United States Senate, the Speaker of the United States House of Representatives, and to each member of Colorado's delegation of the United States Congress.

RAY POWERS,

*President of the Senate.*

PATRICIA K. DICKS,

*Secretary of the Senate.*

RUSSELL GEORGE,

*Speaker of the House of Representatives.*

JUDITH M. RODRIGUE,

*Chief Clerk of the House of Representatives.*