

earned dollars into the BART system for almost four decades.

As a very large number of our commuters know, getting to and around Silicon Valley, more often than not, is a very difficult problem. This year, state and regional planners have begun deciding on the next generation of rail and road improvements for the region to address the traffic congestion problems. Furthermore, it is clear from the Governor's transportation plan and proposed budget that BART to San Jose is going to receive certain consideration. However, that does not mean that Antioch and Livermore citizens, who have made significant financial investments into the BART system, should be overlooked. Moreover, any new communities who seek BART service must first buy into the system.

During the next few months, I will be working closely with the Governor as well as state and Bay Area planners on a regional transit plan. One thing is certain: in order to successfully build any and all of these very expensive extensions, we must unite as a region and accept one common regional transit plan. As the only Bay Area Member of Congress on the Transportation and Infrastructure Committee, I know that regional unity is the necessary key in securing the federal and state transportation funds we need to build these important transit projects. When we are competing for scarce federal dollars with other urban centers, we cannot afford to waste our time and resources arguing among each other.

Mr. Speaker, I am confident that any regional plan will incorporate the history of BART with the equity of its stakeholders. I look forward to working with my colleagues on the Transportation and Infrastructure Committee as well as our Bay Area planners to develop the next generation of transit and road projects to meet the ever-growing needs of our region.

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COMMON SENSE FOR THE  
TRIANGLE

**HON. DAVID E. PRICE**

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 27, 2000*

Mr. PRICE of North Carolina. Mr. Speaker, I would like to commend to my colleagues the following article that appeared in the July 16, 2000, Raleigh News & Observer. Mack Paul, Chief of Staff to North Carolina Lieutenant Governor Dennis Wicker, wrote it. Mr. Paul has been active in local planning and transportation issues over the years as a civic leader, focusing on enhancing the Research Triangle area's quality of life and economic growth. The regionalism issue Mr. Paul addresses is one that will continue to gain importance and deserves the thoughtful attention of the Congress and the nation.

[From the News & Observer, July 16, 2000]

COMMON SENSE FOR THE TRIANGLE

(By Mack Paul)

RALEIGH.—Spurred in part by intense media attention, the public dialogue on growth in the Triangle has progressed markedly over the last two years. Many now see that gridlock, Code Orange days and dwindling open space bear a direct relation to the low density, auto-dependent pattern of development known as sprawl. The "Smart

Growth" principles adopted last year by the Triangle Smart Growth Coalition and Greater Triangle Regional Council embody this recognition.

The next step remains much more problematic: what strategies do we pursue to achieve smarter growth?

Public transportation, downtown revitalization, open space protection, affordable housing and traditional neighborhood development top the list of preferred policy prescriptions. Elected officials say that it is time to act. But we're not acting—at least not with haste. Municipalities still see little to gain within their local context from enacting Smart Growth policies.

We're confronted with the classic game theory known as "the tragedy of the common." In this scenario, herders must share a common meadow. But no herder can limit grazing by anyone else's flock. If a herder limits his own use of the common meadow, he alone loses. Yet unlimited grazing destroys the common resource on which the livelihood of all depends. Therefore, the herders are seemingly doomed to self-defeating opportunism.

In the Triangle, the common meadow represents all those resources that comprise our economic health and quality of life, including our open space, air quality, infrastructure, schools, jobs and housing. As each municipality grapples with how best to utilize these resources in the face of a rapidly growing herd, it confronts the reality that no matter how wise its policies, it has no control over the other herders.

In the tragedy of the common, mutual cooperation represents the only way for the herders to survive long-term. Similarly, mutual cooperation at the regional level—regionalism—offers the best way for the Triangle to ensure long-term prosperity.

Regionalism offers a framework for maximizing our use of common resources in two ways. First, it encourages the coordination of resource systems that cross jurisdictions. For example, a regional transit system cannot succeed unless station-area planning in all of the affected municipalities supports it.

Second and more important, regionalism helps to mitigate disparate impacts that arise from competition for economic growth. If one area captures most of the new jobs but offers little affordable housing, it increases traffic and sprawl in neighboring municipalities. If outlying rural areas attract all of the new development, they can contribute to the decline of a central city, worsen air quality and significantly reduce the amount of open space.

As shown by the tragedy of the common, regionalism poses a real challenge because it requires a shift in thinking. Individuals must see that their personal interests are better served by cooperating with those with whom they compete for a precious resource. It builds over time. With each success comes trust and a desire for bolder action. Experience from other areas provides three important lessons about regionalism.

First, regionalism cannot succeed without a strong civic life. Those regional efforts that have succeeded all enjoy active and ongoing participation by businesses and citizens through a variety of civic organizations. The Triangle Smart Growth Coalition, Greater Triangle Regional Council, Regional Transportation Alliance and Triangle Community Coalition offer examples of emerging regional civic groups. These types of organizations provide our best opportunity for building the strong relationships necessary for regional cooperation.

Second, regionalism cannot succeed without a regional framework for decision-making. Areas that have been successful at pursuing Smart Growth strategies have some

form of regional authority. The tragedy of the common demonstrates the difficulty in relying on the voluntary actions of one's neighbors. Regional models vary widely—from purely advisory as in Denver to more authoritative as in Atlanta and Minneapolis. Any framework we adopt should reflect and be an extension of the Triangle's civic life.

Third, regionalism cannot succeed without some encouragement from the state. Areas that have adopted effective regional frameworks have benefited from state laws supporting such action. A new law permitting the Triangle's two Metropolitan Planning Organizations to combine would facilitate regional transportation planning.

Next year, the Smart Growth Commission will consider making other recommendations, including financial incentives, to encourage regionalism. The Triangle's leadership should help shape and push for this legislation.

Ultimately, the Triangle cannot fulfill its promise as a "world class region" without regionalism. We will remain a collection of dissonant localities simply exploiting the economic principle that specialized industries tend to cluster together. Once our quality of life wanes, those industries will cluster elsewhere.

Regionalism can ensure that does not happen by showing us where self-interest is self-defeating and by offering a forum for mutual cooperation. It offers the best hope for seeing that our herd continues to prosper.

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A BILL TO ENSURE THAT INCOME  
AVERAGING FOR FARMERS NOT  
INCREASE A FARMER'S LIABILITY  
FOR THE ALTERNATIVE  
MINIMUM TAX

**HON. WALLY HERGER**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 27, 2000*

Mr. HERGER. Mr. Speaker, I rise today to introduce the Farmer Tax Fairness Act, along with my Ways and Means Committee colleagues, Representatives THURMAN, HAYWORTH, DUNN, TANNER, CAMP, MCCRERY, ENGLISH, and FOLEY. This legislation will help ensure that farmers have access to tax benefits rightfully owed them.

As those of us from agricultural areas understand, farmers' income often fluctuates from year to year based on unforeseen weather or market conditions. Income averaging allows farmers to ride out these unpredictable circumstances by spreading out their income over a period of years. Last year, we acted in a bipartisan manner to make income averaging a permanent provision of the tax code. Unfortunately, since that time, we have learned that, due to interaction with another tax code provision, the Alternative Minimum Tax (AMT), many of our nation's farmers have been unfairly denied the benefits of this important accounting tool.

Our legislation directly addresses the concerns being raised by farmers using income averaging. Under the Farmer Tax Fairness Act, if a farmer's AMT liability is greater than taxes due under the income averaging calculation, that farmer would disregard the AMT and pay taxes according to the averaging calculation. As such, farmers will be able to take full advantage of income averaging as intended by Congress.

This provision is a reasonable measure designed to ensure farmers are treated fairly