HOUSE OF REPRESENTATIVES—*Friday, May 19, 2000*

The House met at 9 a.m. and was called to order by the Speaker pro tempore (Mr. BARRETT of Nebraska).

DESIGNATION OF THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore laid before the House the following communication from the Speaker:

WASHINGTON, DC,
May 19, 2000.

I hereby appoint the Honorable BILL BARRETT to act as Speaker pro tempore on this day.

J. DENNIS HASTERT,
Speaker of the House of Representatives.

PRAYER

The Chaplain, the Reverend Daniel P. Coughlin, offered the following prayer:

To invoke You, O God, as Father of us all, is to imply that you guide all impartially. You look upon each one's works with singular and penetrating gaze, rooted in unconditional love.

Help us conduct ourselves with true dignity that we prove ourselves worthy of Your attention. May we show such reverence for each other that Your unifying power may be seen at work in our midst.

All our actions are futile today unless they are substantiated in the vision of the founders of this great Nation. We thank You, Lord, for the freedom of Your people purchased not with perishable things like silver and gold but with the precious blood of others.

Let each of us do our part to preserve this Union and to foster the growth of freedom in the world, for our faith and hope are in You, our God, now and forever. Amen.

THE JOURNAL

The SPEAKER pro tempore. The Chair has examined the Journal of the last day's proceedings and announces to the House his approval thereof.

Pursuant to clause 1, rule I, the Journal stands approved.

PLEDGE OF ALLEGIANCE

The SPEAKER pro tempore. Will the gentleman from Virginia (Mr. WOLF) come forward and lead the House in the Pledge of Allegiance.

Mr. WOLF led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

MESSAGE FROM THE SENATE

A message from the Senate by Mr. Lundregan, one of its clerks, announced that the Senate has passed without amendment a bill of the House of the following title:

H.R. 3629. An act to amend the Higher Education Act of 1965 to improve the program for American Indian Tribal Colleges and Universities under part A of title III.

The message also announced that the Senate has passed with amendments in which the concurrence of the House is requested, bills of the House of the following titles:

H.R. 371. An act to facilitate the naturalization of aliens who served with special guerrilla units or irregular forces in Laos.

H.R. 4425. An act making appropriations for military construction, family housing, and base realignment and closure for the Department of Defense for the fiscal year ending September 30, 2001, and for other purposes.

The message also announced that the Senate insists upon its amendment to the bill (H.R. 4425) ''An Act making appropriations for military construction, family housing, and base realignment and closure for the Department of Defense for the fiscal year ending September 30, 2001, and for other purposes,'' requests a conference with the House on the disagreeing votes of the two Houses thereon, and appoints: Mr. BURNS, Mrs. HUTCHISON, Mr. CRAIG, Mr. KYL, Mr. STEVENS, Mrs. MURRAY, Mr. REID, Mr. INOUYE, and Mr. BYRD to be the conferees on the part of the Senate.

The message also announced that the Senate has passed a bill and a joint resolution of the following titles in which concurrence of the House is requested:

S. 1509. An act to amend the Indian Employment, Training, and Related Services Demonstration Act of 1992, to emphasize the need for job creation on Indian reservations, and for other purposes.

S.J. Res. 44. Joint resolution supporting the Day of Honor 2000 to honor and recognize the service of minority veterans in the United States Armed Forces during World War II.

The message also announced that the Senate has passed with an amendment a bill of the following title in which concurrence of the House is requested:

S. 777. An act to require the Department of Agriculture to establish an electronic filing and retrieval system to enable the public to file all required paperwork electronically with the Department and to have access to public information on farm programs, quarterly trade, economic, and production reports, and other similar information.

The message also announced That pursuant to Public Law 105–389, the Chair, on behalf of the Majority Leader, in consultation with the Democratic Leader, announces the appointment of Sylvia Stewart of Mississippi, to serve as a member of the First Flight Centennial Federal Advisory Board, vice Wilkinson Wright of Ohio.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. The Chair will entertain 1-minutes at the conclusion of today's business.

ANNOUNCEMENT BY COMMITTEE ON RULES REGARDING AMENDMENT PROCESS FOR H.R. 1304, QUALITY HEALTH-CARE COALITION ACT OF 1999

Mr. REYNOLDS. Mr. Speaker, today a Dear Colleague letter will be sent to all Members informing them that the Committee on Rules is planning to meet the week of May 22 to grant a rule which may limit the amendment process on H.R. 1304, the Quality Health-Care Coalition Act of 1999.

Any Member who wishes to offer an amendment should submit 55 copies and a brief explanation of the amendment by 2 p.m. on Tuesday, May 23, to the Committee on Rules in room H–312 in the Capitol. Amendments should be drafted to the text of the bill as reported by the Committee on the Judiciary, which is available on their website.

Members should use the Office of Legislative Counsel to ensure that their amendments are properly drafted and should check with the Office of the Parliamentarian to be certain their amendments comply with the rules of the House.

PROVIDING FOR CONSIDERATION OF H.R. 4475, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2001

Mr. REYNOLDS. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 505 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 505

Resolved, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 4475) making appropriations for the Department of Transportation and related agencies for the fiscal

year ending September 30, 2001, and for other purposes. The first reading of the bill shall be dispensed with. All points of order against consideration of the bill are waived. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chairman and ranking minority member of the Committee on Appropriations. After general debate the bill shall be considered for amendment under the five-minute rule. The amendments printed in the report of the Committee on Rules accompanying this resolution shall be considered as adopted in the House and in the Committee of the Whole. Points of order against provisions in the bill, as amended, for failure to comply with clause 2 of rule XXI are waived except as follows: beginning with ''Provided further'' on page 8, line 17, through line 20; beginning with ''Provided further'' on page 13, line 24, through page 14, line 8; ''Notwithstanding any other provision of law,'' on page 20, line 18; ''Notwithstanding any other provision of law,'' on page 26, line 15; ''Notwithstanding any other provision of law,'' on page 27, lines 15 and 16; ''Notwithstanding any other provision of law,'' on page 33, line 24; beginning with ''Provided'' on page 36, line 15, through line 20; page 51, line 13, through page 52, line 18. Where points of order are waived against part of a paragraph, points of order against a provision in another part of such paragraph may be made only against such provision and not against the entire paragraph. During consideration of the bill for further amendment, the Chairman of the Committee of the Whole may accord priority in recognition on the basis of whether the Member offering an amendment has caused it to be printed in the portion of the Congressional Record designated for that purpose in clause 8 of rule XVIII. Amendments so printed shall be considered as read. The Chairman of the Committee of the Whole may: (1) postpone until a time during further consideration in the Committee of the Whole a request for a recorded vote on any amendment; and (2) reduce to five minutes the minimum time for electronic voting on any postponed question that follows another electronic vote without intervening business, provided that the minimum time for electronic voting on the first in any series of questions shall be 15 minutes. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill, as amended, to the House with such amendments as may have been adopted. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

The SPEAKER pro tempore. The gentleman from New York (Mr. REYNOLDS) is recognized for 1 hour.

Mr. REYNOLDS. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Ohio (Mr. HALL), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

Mr. Speaker, House Resolution 505 is an open rule providing for consideration of H.R. 4475, the Department of Transportation and Related Agencies Appropriations Act for fiscal year 2001. The rule waives all points of order against consideration of the bill and provides for 1 hour of general debate to be equally divided between the chairman and the ranking minority member of the Committee on Appropriations. The rule further provides that amendments printed in the Committee on Rules report accompanying this resolution shall be considered as adopted.

In addition, the rule waives clause 2 of rule XXI prohibiting unauthorized or legislative provisions in an appropriations bill against provisions in the bill, as amended, except as otherwise specified in the rule. Additionally, the rule authorizes the Chair to accord priority in recognition to Members who have preprinted their amendments in the CONGRESSIONAL RECORD. The rule also allows the Chairman of the Committee of the Whole to postpone votes during consideration of the bill and to reduce votes to 5 minutes on a postponed question if the vote follows a 15-minute vote. Finally, the rule provides one motion to recommit, with or without instructions.

Mr. Speaker, H.R. 4475 continues the Republican Congress' focus on safety for all modes of transportation. Whether cross-town or cross-country, by car, train or plane, ensuring the safety and efficiency of our transportation networks is one of the Federal Government's highest responsibilities. The underlying bill is the product of the Committee on Appropriations Subcommittee on Transportation's extensive hearings and careful consideration of each section of the Department of Transportation and related agencies.

The bill seeks to improve and enhance the safety and capacity of the aviation system and highway and rail networks. It makes runway prevention systems and devices eligible for airport improvement funds and directs the FAA to grant such requests for discretionary funding the highest priority.

Additionally, the bill provides nearly $700 million for airline regulation and certification activities, an increase of over $28 million from the fiscal year 2000 enacted levels. The bill also includes $28 million to address effects of hazardous weather on aviation, an increase of over 44 percent. To further advances made to aircraft safety technology, the bill includes an increase of over $14 million from fiscal year 2000 levels.

□ 0915

Additionally, the bill provides a $72 million increase for motor carrier safety grants, consistent with truck safety reforms enacted as part of the Motor Carrier Safety Act of 1999, and increases investment to critical highway safety research and development of smart vehicle technologies.

The bill meets the funding obligations for the highway and aviation accounts as prescribed by the recent TEA–21 and AIR–21 reauthorization bills. These programs are critical to improvements and modernization of our roadways and our airways, providing desperately needed funds across the Nation.

Additionally, I am pleased that the underlying bill makes available $2 million in continuing appropriations for the Rochester Genesee Regional Transportation Authority bus terminal project. This type of project reinforces our commitment to safe and adequate public transportation.

Mr. Speaker, safety should remain the Federal Government's highest responsibility in the transportation area, and, clearly, this bill addresses those needs and concerns.

In conclusion, I would like to commend the gentleman from Florida (Mr. YOUNG), chairman of the Committee on Appropriations, and the gentleman from Wisconsin (Mr. OBEY), the ranking member, for bringing this measure before the House today.

I would also like to commend the chairman of the Subcommittee on Transportation, the gentleman from Virginia (Mr. WOLF), and the ranking member, the gentleman from Minnesota (Mr. SABO), for their hard work and leadership on this measure.

Mr. Speaker, I urge my colleagues to support this completely fair and open rule and the underlying measure.

Mr. Speaker, I reserve the balance of my time.

Mr. HALL of Ohio. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I want to thank the gentleman from New York (Mr. REYNOLDS) for yielding me the time. This is an open rule. It will allow for the bill that makes appropriations for the Department of Transportation and related agencies.

As my colleague from New York has explained, this rule provides for one hour of general debate, to be equally divided and controlled by the chairman and ranking minority member of the Committee on Appropriations. Under this rule, amendments will be allowed under the 5-minute rule, which is the normal amending process in the House. All Members on both sides of the aisle will have their chance, their opportunity, to offer amendments which are germane and which follow the rules for appropriation bills.

This bill funds construction of highways and airport facilities and transit systems. It supports Amtrak, Federal rail programs, the air traffic control system, and transportation safety and research for all modes.

It is no exaggeration to say that the transportation appropriation bill keeps the country moving. I am very pleased with the generous amounts of funding for public transit provided in this bill. This demonstrates the commitment of the Federal Government to provide transportation options for all Americans, including those in the urban core.

I am also pleased with the bill's support for the Centennial of Flight Commission. This is a national commission

assisting the country's celebration of the centennial of the Wright Brothers' first flight, an anniversary which will take place in the year 2003.

I want to commend the chairman of the subcommittee, the gentleman from Virginia (Mr. WOLF) and ranking minority member, the gentleman from Minnesota (Mr. SABO), for their work in crafting this bill and bringing it to the floor. The bill was approved by the Committee on Appropriations by a voice vote and it has support on both sides of the aisle.

Finally, I draw to the attention of my colleagues that this is the last transportation appropriation bill under the gentleman from Virginia (Mr. WOLF) as chairman of the Subcommittee on Transportation of the Committee on Appropriations. The gentleman will be stepping down from the position in the next Congress. He has been an outstanding chairman, who led his committee in a bipartisan fashion. During his tenure, he has successfully guided it through dramatic changes in our Federal transportation laws. The gentleman from Virginia (Mr. WOLF) has balanced his role as chairman of the subcommittee with his other roles as a protector of his Virginia constituents and as fighter for humanitarian rights around the world. It is a difficult balancing act, but he has carried it off with grace and ability.

Mr. Speaker, this rule is an open rule, and it was adopted by a voice vote of the Committee on Rules. I support the rule and the bill. I urge its adoption.

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. REYNOLDS. Mr. Speaker, I have no further requests for time, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The resolution was agreed to.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. WOLF. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.R. 4475, and that I may include tabular and extraneous material.

The SPEAKER pro tempore (Mr. BARRETT of Nebraska). Is there objection to the request of the gentleman from Virginia?

There was no objection.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2001

The SPEAKER pro tempore (Mr. REYNOLDS). Pursuant to House Resolution 505 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 4475.

□ 0921

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 4475) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes, with Mr. BARRETT of Nebraska in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from Virginia (Mr. WOLF) and the gentleman from Minnesota (Mr. SABO) each will control 30 minutes.

The Chair recognizes the gentleman from Virginia (Mr. WOLF).

Mr. WOLF. Mr. Chairman, today the Committee on Appropriations presents the second fiscal year 2001 appropriations bill to the House. H.R. 4475 provides appropriations for the fiscal year 2000 for the Department of Transportation and related agencies appropriations.

The bill that the committee presents to the House is a good and balanced bill. The committee has increased funding for some agencies which have been hard hit over the past few years, like the Coast Guard, while cutting out areas of unnecessary spending.

The bill meets fully the Congressional commitment to highway, transit and aviation spending in TEA–21 and AIR–21, and fully funds Amtrak's Congressionally-mandated glidepath to operational self-sufficiency.

Briefly, the bill includes $30.7 billion for highways, an increase of nearly $2 billion; $12 billion for the FAA, an increase of 25 percent, including $3.2 billion for airport grants programs; $6.3 billion for transit programs, an increase of almost $500 million; $521 million for Amtrak; and $4.6 billion for the Coast Guard, an increase of almost $600 million over last year, including almost $560 million for drug interdiction.

I might just say, this is an opportunity for the Coast Guard with this money to really deal with the issue of drug interdiction and open fire on the drug runners coming out of South America. When we see a fast boat coming, heading out, and we know it is containing drugs, the opportunity is for the Coast Guard to hover over and give a warning, and, if it does not stop, to fire on the boat and to sink the boat, because there is basically a war on drugs, if you want to call it that. Now the Coast Guard has the capability to do this, and next year we will see how successful they have been.

This bill has been developed in consultation with the gentleman from Minnesota (Mr. SABO) and the minority staff, and was passed in subcommittee and full committee unanimously with only a few amendments. The committee has worked carefully with all Members on both sides of the aisle to address specific concerns, and I believe we have achieved strong bipartisan support.

Let me just say a word with regard to the gentleman from Minnesota (Mr. SABO). We could not have worked in a better way. I have great respect for the gentleman from Minnesota (Mr. SABO) and his knowledge of budgetary matters, having been chairman of the Committee on the Budget and then ranking member of the Committee on the Budget. I think it is an indication that the two parties can sit down and work together.

So I just want to publicly thank the gentleman from Minnesota (Mr. SABO) for that effort, and look forward to working with him for many, many more years to come on these and other issues.

Correspondence from the Department of Transportation and the Office of Management and Budget suggest this bill, as reported by the committee, is acceptable to the administration. The bill deserves the House's widespread support.

I want to close by thanking the following staff for their help in preparing the bill. From the committee staff, John Blazey, who would make a great administrator of the Federal Transit Administration in the next administration; Rich Efford, who would make a great FAA deputy administrator; Stephanie Gupta, who would do a great job on the Safety Board; Linda Muir, who could run the whole agency down there; Chris Porter and Ken Marx have done a great job; Jeff Gleason from my staff; Cheryl Smith, who could run the whole process if she were given the opportunity; and Marjorie Duske of the staff of the gentleman from Minnesota (Mr. SABO), who would, again, do a great job.

The point I am trying to make is the staff, and I know sometimes this is a pro forma comment, has done a remarkable job over the past 6 years, and this year, and I want to personally thank them. Everything I said about what they could be doing in the next year is true and valid, and I do not want anyone to strike it, because I want it to stand.

Mr. Chairman, I include the following for the RECORD:

TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS BILL, 2001 (H.R. 4475)
(Amounts in thousands)

	FY 2000 Enacted	FY 2001 Request	Bill	Bill vs. Enacted	Bill vs. Request
TITLE I - DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salaries and expenses:					
Immediate Office of the Secretary	1,867	2,031	1,756	-111	-275
Immediate Office of the Deputy Secretary	600	587	587	-13	.....
Office of the General Counsel	9,000	11,172	9,760	+760	-1,412
Office of the Assistant Secretary for Policy	2,824	3,132	3,132	+308	.....
Office of the Assistant Secretary for Aviation and International Affairs	7,650	7,702	7,182	-468	-520
Office of the Assistant Secretary for Budget and Programs	6,870	7,241	7,241	+371	.....
Office of the Assistant Secretary for Governmental Affairs	2,039	2,176	2,000	-39	-176
Office of the Assistant Secretary for Administration	17,767	20,139	18,359	+592	-1,780
Office of Public Affairs	1,800	1,714	1,454	-346	-260
Executive Secretariat	1,102	1,181	1,181	+79	.....
Board of Contract Appeals	520	496	496	-24	.....
Office of Small and Disadvantaged Business Utilization	1,222	1,192	1,192	-30	.....
Office of Intelligence and Security	1,454	3,494	1,490	+36	-2,004
Office of the Chief Information Officer	5,075	6,929	6,279	+1,204	-650
Office of Intermodalism	1,062	.....	.....	-1,062	.....
Subtotal	60,852	69,186	62,109	+1,257	-7,077
Office of civil rights	7,200	8,726	8,140	+940	-586
Transportation planning, research, and development	3,300	5,258	3,300	.....	-1,958
Across the board (0.38%) rescission	-10	.....	.....	+10	.....
Net subtotal	3,290	5,258	3,300	+10	-1,958
Transportation Administrative Service Center	(148,673)	(163,811)	(119,387)	(-29,286)	(-44,424)
Minority business resource center program	1,900	1,900	1,900	.....	.....
(Limitation on guaranteed loans)	(13,775)	(13,775)	(13,775)	.....	.....
Minority business outreach	2,900	3,000	3,000	+100	.....
Across the board (0.38%) rescission	-18	.....	.....	+18	.....
Net subtotal	2,882	3,000	3,000	+118	.....
Total, Office of the Secretary	76,152	88,070	78,449	+2,297	-9,621
ATB rescissions	-28	.....	.....	+28	.....
Net total	76,124	88,070	78,449	+2,325	-9,621
Coast Guard					
Operating expenses	2,481,000	2,858,000	2,851,000	+370,000	-7,000
Defense function	300,000	341,000	341,000	+41,000	.....
Subtotal	2,781,000	3,199,000	3,192,000	+411,000	-7,000
Acquisition, construction, and improvements:					
Vessels	134,560	257,180	252,640	+118,080	-4,540
Across the board (0.38%) rescission	-1,478	.....	.....	+1,478	.....
Net subtotal	133,082	257,180	252,640	+119,558	-4,540
Integrated Deepwater Systems	44,200	42,300	42,300	-1,900	.....
Aircraft	44,210	43,650	43,650	-560	.....
Other equipment	51,626	60,313	60,113	+8,487	-200
Shore facilities & aids to navigation facilities	63,800	61,606	61,606	-2,194	.....
Personnel and related support	50,930	55,151	54,691	+3,761	-460
Subtotal, A C & I (excluding rescissions)	389,326	520,200	515,000	+125,674	-5,200
Environmental compliance and restoration	17,000	16,700	16,700	-300	.....
Across the board (0.38%) rescission	-65	.....	.....	+65	.....
Net subtotal	16,935	16,700	16,700	-235	.....
Alteration of bridges	15,000	.....	14,740	-260	+14,740
Across the board (0.38%) rescission	-57	.....	.....	+57	.....
Net subtotal	14,943	.....	14,740	-203	+14,740
Retired pay	730,327	778,000	778,000	+47,673	.....
Reserve training	72,000	73,371	80,375	+8,375	+7,004
Research, development, test, and evaluation	19,000	21,320	19,691	+691	-1,629
Total, Coast Guard	4,023,653	4,608,591	4,616,506	+592,853	+7,915
ATB rescissions	-1,600	.....	.....	+1,600	.....
Net total	4,022,053	4,608,591	4,616,506	+594,453	+7,915
Federal Aviation Administration					
Operations	5,900,000	6,592,235	6,544,235	+644,235	-48,000
Facilities and equipment (Airport and Airway Trust Fund)	2,075,000	2,495,000	2,656,765	+581,765	+161,765
Rescission	(-30,000)	.....	.....	(+30,000)	.....
Research, engineering, and development (Airport and Airway Trust Fund)	156,495	184,366	184,366	+27,871	.....
Grants-in-aid for airports (Airport and Airway Trust Fund):					
(Liquidation of contract authorization)	(1,750,000)	(1,960,000)	(3,200,000)	(+1,450,000)	(+1,240,000)
(Limitation on obligations)	(1,950,000)	(1,950,000)	(3,200,000)	(+1,250,000)	(+1,250,000)
Across the board (0.38%) rescission	(-54,362)	.....	.....	(+54,362)	.....
Rescission of contract authority	.....	.....	-579,000	-579,000	-579,000
Net subtotal	(1,895,638)	(1,950,000)	(2,621,000)	(+725,362)	(+671,000)

TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS BILL, 2001 (H.R. 4475)—Continued
(Amounts in thousands)

	FY 2000 Enacted	FY 2001 Request	Bill	Bill vs. Enacted	Bill vs. Request
Total, Federal Aviation Administration	8,131,495	9,271,601	9,385,366	+1,253,871	+113,765
(Limitations on obligations)	(1,950,000)	(1,950,000)	(3,200,000)	(+1,250,000)	(+1,250,000)
Total budgetary resources	(10,081,495)	(11,221,601)	(12,585,366)	(+2,503,871)	(+1,363,765)
ATB rescissions	(-54,362)			(+54,362)	
Rescission	-30,000		-579,000	-549,000	-579,000
Net total	(9,997,133)	(11,221,601)	(12,006,366)	(+2,009,233)	(+784,765)
Federal Highway Administration					
Limitation on administrative expenses 1/	(376,072)	(315,834)	(290,115)	(-85,957)	(-25,719)
Limitation on transportation research			(437,250)	(+437,250)	(+437,250)
Federal-aid highways (Highway Trust Fund):					
(Limitation on obligations)	(26,245,000)	(26,603,806)	(26,603,806)	(+358,806)	
Across the board (0.38%) rescission	(-105,260)			(+105,260)	
Net subtotal	(26,139,740)	(26,603,806)	(26,603,806)	(+464,066)	
(Revenue aligned budget authority) (RABA)	(1,456,350)	(3,058,000)	(3,058,000)	(+1,601,650)	
(RABA transfer under Title III)		(-598,000)			(+598,000)
(Adjustment)		(255,000)			(-255,000)
Subtotal, limitation on obligations	(27,701,350)	(29,318,806)	(29,661,806)	(+1,960,456)	(+343,000)
(Exempt obligations)	(1,206,702)	(1,039,576)	(1,039,576)	(-167,126)	
(Liquidation of contract authorization)	(26,000,000)	(28,000,000)	(28,000,000)	(+2,000,000)	
Total, Federal Highway Administration					
(Limitations on obligations)	(27,701,350)	(29,318,806)	(29,661,806)	(+1,960,456)	(+343,000)
(Exempt obligations)	(1,206,702)	(1,039,576)	(1,039,576)	(-167,126)	
Total budgetary resources	(28,908,052)	(30,358,382)	(30,701,382)	(+1,793,330)	(+343,000)
ATB rescissions	(-105,260)			(+105,260)	
Net total	(28,802,792)	(30,358,382)	(30,701,382)	(+1,898,590)	(+343,000)
Federal Motor Carrier Safety Administration					
Motor carrier safety (limitation on administrative expenses) 2/		(92,194)	(92,194)	(+92,194)	
National motor carrier safety program (Highway Trust Fund):					
(Liquidation of contract authorization)	(105,000)	(187,000)	(177,000)	(+72,000)	(-10,000)
(Limitation on obligations)	(105,000)	(177,000)	(177,000)	(+72,000)	
(RABA transfer under Title III)		(10,000)			(-10,000)
Subtotal, limitation on obligations	(105,000)	(187,000)	(177,000)	(+72,000)	(-10,000)
Total, Federal Motor Carrier Safety Administration					
(Limitations on obligations)	(105,000)	(279,194)	(269,194)	(+164,194)	(-10,000)
Total budgetary resources	(105,000)	(279,194)	(269,194)	(+164,194)	(-10,000)
National Highway Traffic Safety Administration					
Operations and research	87,400	142,475	107,876	+20,476	-34,599
Operations and research (Highway trust fund):					
(Limitation on obligations)	(72,000)	(72,000)	(72,000)		
(RABA transfer under Title III)		(70,000)			(-70,000)
(Liquidation of contract authorization)	(72,000)	(142,000)	(72,000)		(-70,000)
National Driver Register (Highway trust fund)	2,000	2,000	2,000		
Subtotal, Operations and research	(161,400)	(286,475)	(181,876)	(+20,476)	(-104,599)
Highway traffic safety grants (Highway Trust Fund):					
(Liquidation of contract authorization)	(206,800)	(213,000)	(213,000)	(+6,200)	
(Limitation on obligations):					
Highway safety programs (Sec. 402)	(152,800)	(155,000)	(155,000)	(+2,200)	
Occupant protection incentive grants (Sec. 405)	(10,000)	(13,000)	(13,000)	(+3,000)	
Alcohol-impaired driving countermeasures grants (Sec. 410)	(36,000)	(36,000)	(36,000)		
State Highway safety data grants (Sec. 411)	(8,000)	(9,000)	(9,000)	(+1,000)	
Total, National Highway Traffic Safety Administration	89,400	144,475	109,876	+20,476	-34,599
(Limitations on obligations)	(278,800)	(355,000)	(285,000)	(+6,200)	(-70,000)
Total budgetary resources	(368,200)	(499,475)	(394,876)	(+26,676)	(-104,599)
Federal Railroad Administration					
Safety and operations	94,288	103,211	102,487	+8,199	-724
Offsetting collections (user fees)		-77,300			+77,300
Railroad research and development	22,464	26,800	26,300	+3,836	-500
Offsetting collections (user fees)		-25,500			+25,500
Rhode Island Rail Development	10,000	17,000	17,000	+7,000	
Across the board (0.38%) rescission	-38			+38	
Net subtotal	9,962	17,000	17,000	+7,038	
Pennsylvania Station Redevelopment project (advance appropriation, FY 2001, 2002, 2003) 3/	(60,000)			(-60,000)	

1/ FY 2000 enacted includes $76,058 for motor carrier safety, limitation on administrative expenses.

2/ Provided under FHWA limitation on administrative expenses in FY 2000.

3/ Provided in Title II - Other Appropriations Matters in P.L. 106-113.

TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS BILL, 2001 (H.R. 4475)—Continued
(Amounts in thousands)

	FY 2000 Enacted	FY 2001 Request	Bill	Bill vs. Enacted	Bill vs. Request
Next generation high-speed rail	27,200	22,000	22,000	-5,200	
Across the board (0.38%) rescission	-103			+103	
Net subtotal	27,097	22,000	22,000	-5,097	
Alaska Railroad rehabilitation	10,000			-10,000	
Across the board (0.38%) rescission	-38			+38	
Net subtotal	9,962			-9,962	
Capital grants to the National Railroad Passenger Corporation	571,000	521,476	521,476	-49,524	
Expanded intercity rail passenger service fund (RABA transfer under Title III):					
(Liquidation of contract authorization)		(468,000)			(-468,000)
(Limitation on obligations)		(468,000)			(-468,000)
Total, Federal Railroad Administration	734,952	587,687	689,263	-45,689	+101,576
(Limitations on obligations)		(468,000)			(-468,000)
Total budgetary resources	(734,952)	(1,055,687)	(689,263)	(-45,689)	(-366,424)
ATB rescissions	-179			+179	
Net total	(734,773)	(1,055,687)	(689,263)	(-45,510)	(-366,424)
Federal Transit Administration					
Administrative expenses	12,000	12,800	12,800	+800	
Administrative expenses (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(48,000)	(51,200)	(51,200)	(+3,200)	
Subtotal, Administrative expenses	(60,000)	(64,000)	(64,000)	(+4,000)	
Formula grants	619,600	669,000	669,000	+49,400	
Formula grants (Highway Trust Fund): (Limitation on obligations)	(2,478,400)	(2,676,000)	(2,676,000)	(+197,600)	
Subtotal, Formula grants	(3,098,000)	(3,345,000)	(3,345,000)	(+247,000)	
University transportation research	1,200	1,200	1,200		
University transportation research (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(4,800)	(4,800)	(4,800)		
Subtotal, University transportation research	(6,000)	(6,000)	(6,000)		
Transit planning and research (general fund)	21,000	22,200	22,200	+1,200	
Transit planning and research (Highway Trust Fund, Mass Transit Account): (Limitation on obligations)	(86,000)	(87,800)	(87,800)	(+1,800)	
Subtotal, Transit planning and research	(107,000)	(110,000)	(110,000)	(+3,000)	
Rural transportation assistance	(5,250)	(5,250)	(5,250)		
National transit institute	(4,000)	(4,000)	(4,000)		
Transit cooperative research	(8,250)	(8,250)	(8,250)		
Metropolitan planning	(49,632)	(52,114)	(52,114)	(+2,482)	
State planning and research	(10,368)	(10,886)	(10,886)	(+518)	
National planning and research	(29,500)	(29,500)	(29,500)		
Subtotal	(107,000)	(110,000)	(110,000)	(+3,000)	
Across the board (0.38%) rescission	(-243)			(+243)	
Net subtotal	(106,757)	(110,000)	(110,000)	(+3,243)	
Capital investment grants (Highway Trust Fund, Mass Transit Account) (limitation on obligations) 1/	(1,966,800)	(2,116,800)	(2,116,800)	(+150,000)	
Subtotal, Capital investment grants	(2,457,000)	(2,646,000)	(2,646,000)	(+189,000)	
Fixed guideway modernization	(980,400)	(1,058,400)	(1,058,400)	(+78,000)	
Buses and bus-related facilities 1/	(496,200)	(529,200)	(529,200)	(+33,000)	
New starts	(980,400)	(1,058,400)	(1,058,400)	(+78,000)	
Subtotal	(2,457,000)	(2,646,000)	(2,646,000)	(+189,000)	
Across the board (0.38%) rescission	(-17,404)			(+17,404)	
Net subtotal	(2,439,596)	(2,646,000)	(2,646,000)	(+206,404)	
Discretionary grants (Highway Trust Fund, Mass Transit Account) (liquidation of contract authorization)	(1,500,000)	(350,000)	(350,000)	(-1,150,000)	
Job access and reverse commute grants (general fund)	15,000	20,000	20,000	+5,000	
(Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(60,000)	(80,000)	(80,000)	(+20,000)	
(RABA transfer under Title III)		(50,000)			(-50,000)
Subtotal, Job access and reverse commute grants	(75,000)	(150,000)	(100,000)	(+25,000)	(-50,000)
Total, Federal Transit Administration	1,159,000	1,254,400	1,254,400	+95,400	
(Limitations on obligations)	(4,644,000)	(5,066,600)	(5,016,600)	(+372,600)	(-50,000)
Total budgetary resources	(5,803,000)	(6,321,000)	(6,271,000)	(+468,000)	(-50,000)
ATB rescissions	(-17,647)			(+17,647)	
Net total	(5,785,353)	(6,321,000)	(6,271,000)	(+485,647)	(-50,000)

1/ $6 million provided in Title II - Other Appropriations Matters in P.L. 106-113.

TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS BILL, 2001 (H.R. 4475)—Continued
(Amounts in thousands)

	FY 2000 Enacted	FY 2001 Request	Bill	Bill vs. Enacted	Bill vs. Request
Saint Lawrence Seaway Development Corporation					
Operations and maintenance (Harbor Maintenance Trust Fund)	12,042	.....	13,004	+962	+13,004
Across the board (0.38%) rescission	-46	.....	.....	+46	.....
Mandatory proposal	.....	(13,004)	.....	.....	(-13,004)
Net total	11,996	(13,004)	13,004	+1,008	.....
Research and Special Programs Administration					
Research and special programs:					
Hazardous materials safety	17,710	18,773	18,773	+1,063	.....
Emergency transportation	1,378	2,375	1,866	+488	-509
Research and technology	3,397	9,416	4,516	+1,119	-4,900
Program and administrative support	9,576	11,967	11,297	+1,721	-670
Subtotal, research and special programs	32,061	42,531	36,452	+4,391	-6,079
Offsetting collections (user fees)	.....	-4,722	.....	.....	+4,722
Pipeline safety:					
Pipeline Safety Fund	30,000	42,874	35,874	+5,874	-7,000
Oil Spill Liability Trust Fund	5,479	4,263	4,263	-1,216	.....
Pipeline safety reserve	(1,400)	.....	(2,500)	(+1,100)	(+2,500)
Subtotal, Pipeline safety program (including reserve)	(36,879)	(47,137)	(42,637)	(+5,758)	(-4,500)
Emergency preparedness grants: Emergency preparedness fund	200	200	200	.....	.....
Total, Research and Special Programs Administration	67,740	85,146	76,789	+9,049	-8,357
Office of Inspector General					
Salaries and expenses	44,840	48,050	48,050	+3,210	.....
Across the board (0.38%) rescission	-170	.....	.....	+170	.....
Net total	44,670	48,050	48,050	+3,380	.....
Surface Transportation Board					
Salaries and expenses	17,000	17,954	17,954	+954	.....
Offsetting collections	-1,600	-17,954	-900	+700	+17,054
Across the board (0.38%) rescission	-58	.....	.....	+58	.....
Net total	15,342	.....	17,054	+1,712	+17,054
General Provisions					
Transportation Administrative Service Center reduction (Sec. 323)	-15,000	.....	-4,000	+11,000	-4,000
Amtrak Reform Council (Sec. 326)	750	980	980	+230	.....
Net total, title I, Department of Transportation	14,368,343	16,089,000	15,706,737	+1,338,394	-382,263
Current year, FY 2001	(14,308,343)	(16,089,000)	(15,706,737)	(+1,398,394)	(-382,263)
Appropriations	(14,340,424)	(16,089,000)	(16,285,737)	(+1,945,313)	(+196,737)
Rescissions	(-32,081)	.....	(-579,000)	(-546,919)	(-579,000)
Advance appropriations	(60,000)	.....	.....	(-60,000)	.....
(Limitations on obligations)	(34,679,150)	(37,437,600)	(38,432,600)	(+3,753,450)	(+995,000)
(Rescissions of limitations on obligations)	(-177,269)	.....	.....	(+177,269)	.....
(Exempt obligations)	(1,206,702)	(1,039,576)	(1,039,576)	(-167,126)	.....
Net total budgetary resources	(50,076,926)	(54,566,176)	(55,178,913)	(+5,101,987)	(+612,737)
TITLE II - RELATED AGENCIES					
Architectural and Transportation Barriers Compliance Board					
Salaries and expenses	4,633	4,795	4,795	+162	.....
National Transportation Safety Board					
Salaries and expenses	57,000	62,942	62,942	+5,942	.....
Offsetting collections	.....	10,000	.....	.....	+10,000
Total, title II, Related Agencies	61,633	57,737	67,737	+6,104	+10,000
Grand total	14,429,976	16,146,737	15,774,474	+1,344,498	-372,263
Current year, FY 2001	(14,369,976)	(16,146,737)	(15,774,474)	(+1,404,498)	(-372,263)
Appropriations	(14,402,057)	(16,146,737)	(16,353,474)	(+1,951,417)	(+206,737)
Rescissions	(-32,081)	.....	(-579,000)	(-546,919)	(-579,000)
Advance appropriations	(60,000)	.....	.....	(-60,000)	.....
(Limitation on obligations)	(34,679,150)	(37,437,600)	(38,432,600)	(+3,753,450)	(+995,000)
(Rescissions of limitation on obligations)	(-177,269)	.....	.....	(+177,269)	.....
(Exempt obligations)	(1,206,702)	(1,039,576)	(1,039,576)	(-167,126)	.....
Net total budgetary resources	(64,508,535)	(70,770,650)	(71,021,124)	(+6,512,589)	(+250,474)

TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS BILL, 2001 (H.R. 4475)—Continued
(Amounts in thousands)

	FY 2000 Enacted	FY 2001 Request	Bill	Bill vs. Enacted	Bill vs. Request
Scorekeeping adjustments:					
Pipeline safety (OSLTF)	-3,000	-13,000	-10,000	-7,000	+3,000
Advance appropriations	-60,000	20,000	20,000	+80,000	.....
Rescission of advance	.....	.....	-20,000	-20,000	-20,000
FTA: Capital invest grants (Title II PL 106-113)	6,000	.....	.....	-6,000	.....
FTA: Capital investment grants (limitation on obligations)	(-6,000)	.....	.....	(+6,000)	.....
Across the board cut (0.38%)	-50,000	.....	.....	+50,000	.....
CBO/OMB adjustment	2,081	.....	.....	-2,081	.....
Total, adjustments	-104,919	7,000	-10,000	+94,919	-17,000
Net grand total (including scorekeeping)	14,325,057	16,153,737	15,764,474	+1,439,417	-389,263
Appropriations	(14,357,138)	(16,133,737)	(16,343,474)	(+1,986,336)	(+209,737)
Rescissions	(-32,081)	.....	(-599,000)	(-566,919)	(-599,000)
Advance appropriations	.....	(20,000)	(20,000)	(+20,000)	.....
(Limitations on obligations)	(34,673,150)	(37,437,600)	(38,432,600)	(+3,759,450)	(+995,000)
(Rescissions of limitations on obligations)	(-177,269)	.....	.....	(+177,269)	.....
(Exempt obligations)	(1,206,702)	(1,039,576)	(1,039,576)	(-167,126)	.....
Net grand total budgetary resources	(50,027,640)	(54,630,913)	(55,236,650)	(+5,209,010)	(+605,737)
RECAP BY FUNCTION					
Mandatory	730,327	778,000	778,000	+47,673	.....
Discretionary:					
Highway category: (Limitation on obligations)	(28,085,150)	(29,953,000)	(30,216,000)	(+2,130,850)	(+263,000)
Mass Transit category	1,159,000	1,254,400	1,254,400	+95,400	.....
(Limitation on obligations)	(4,638,000)	(5,066,600)	(5,016,600)	(+378,600)	(-50,000)
General purpose discretionary:					
Defense discretionary	300,000	341,000	341,000	+41,000	.....
Nondefense discretionary	12,135,730	13,780,337	13,391,074	+1,255,344	-389,263
Total, General purpose discretionary	12,435,730	14,121,337	13,732,074	+1,296,344	-389,263
Total, Discretionary	13,594,730	15,375,737	14,986,474	+1,391,744	-389,263
Total, mandatory and discretionary	14,325,057	16,153,737	15,764,474	+1,439,417	-389,263

NOTE: FY00 rescissions included in Net total lines.

Mr. Chairman, I reserve the balance of my time.

Mr. SABO. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, this is a good bill and it should be passed. Let me commend the Chair, the gentleman from Virginia (Mr. WOLF) on his 6 years of chairing this subcommittee. He has done an outstanding job in that role, and I have enjoyed working with him these last 4 years as ranking member. He has been fair. On the other hand, he has been thoughtful and tough when he needs to be, he asks appropriate tough questions, and it has been a privilege to work with the gentleman these last 4 years as ranking member, and as a member of the subcommittee for the 6 years he has chaired as subcommittee chair. This is the last bill he brings to the House floor, and it is another good, fair bill, and we should pass it.

Let me join my friend the gentleman from Virginia (Mr. WOLF) in thanking all the staff that has worked on this bill. It is a complicated bill, many decisions to be made, and both majority and minority staff do an outstanding job. I thank them for it.

Mr. Chairman, I reserve the balance of my time.

Mr. WOLF. Mr. Chairman, I yield such time as he may consume to the gentleman from Illinois (Mr. JACKSON).

Mr. JACKSON of Illinois. Mr. Chairman, I rise along with my colleague, the gentleman from Illinois (Mr. HYDE) to engage the distinguished chairman of the Subcommittee on Transportation, the gentleman from Virginia (Mr. WOLF), in a colloquy.

Mr. Chairman, the transportation appropriations report includes language that I offered during the full committee markup. This language urges the FAA to expeditiously conclude negotiations with state aviation officials regarding forecasts for a proposed third airport in the Chicago metropolitan area and initiate promptly an environmental impact statement on the proposal.

Mr. WOLF. If the gentleman will yield, that is correct.

Mr. HYDE. If the gentleman from Illinois will yield, I would ask the gentleman from Virginia (Mr. WOLF), is it his understanding that the intent of the language is to urge the FAA, which has delayed action for approximately 2 years, to begin promptly to process an environmental impact statement which will finally review Illinois' proposal to build a third airport on 23,845 acres in Peotone, Illinois, not in a piecemeal or partial fashion, but rather in a comprehensive and thorough manner?

Mr. WOLF. That is correct.

Mr. HYDE. Mr. Chairman, I thank the gentleman from Virginia (Mr. WOLF) for his efforts and responsiveness on this very important issue to the residents of my district and throughout the State of Illinois.

Mr. JACKSON of Illinois. Mr. Chairman, I want to thank the gentleman too for his support and his leadership on this issue. I look forward to working with the gentleman and our colleagues on the committee to ensure that the FAA fulfills its obligations to meet the national aviation needs of our country.

Mr. SABO. Mr. Chairman, I yield 3 minutes to the gentleman from Indiana (Mr. VISCLOSKY).

□ 0930

Mr. VISCLOSKY. Mr. Chairman, I thank the gentleman from Minnesota (Mr. SABO) for yielding me this time.

Mr. Chairman, I first of all want to congratulate and thank the gentleman from Virginia (Mr. WOLF), and the gentleman from Minnesota (Mr. SABO), ranking member, for their very good work on this bill which I fully support, and I would be remiss if I did not also thank all of the staff involved for their professional work, consideration and hard work.

Mr. Chairman, there is report language that accompanies the bill, and just previous to my statement there was a colloquy on the floor. Singular pronouns were used in terms of the word ''State,'' and the word ''Illinois'' as far as reference to a State was used, and I must indicate that I do take exception to the report language. There is no question that in the Chicago metropolitan area, in the Midwest portion of the United States of America, there is a problem as far as capacity. I would agree with all of my colleagues, and I think it is a regional concern, that that issue be studied on a regional basis and that the State of Indiana, as well as the State of Illinois, be consulted and considered.

The second thing that I would point out to my colleagues in the House, if a commitment has been made by an agency of this government, in this case the Federal Aviation Administration, that particular commitment should be made but again in consultation with all interested parties. In this case, the State of Illinois that apparently asked for the study, the State of Indiana, the citizens in the community affected, the gentleman from Illinois (Mr. HYDE) referred to a site near the community of Peotone, but I would also suggest the City of Chicago and the City of Gary because where I disagree with my colleagues and where I disagree with the report language is the solution to the problem, which site, which combinations of actions, is best suited to solve the problem asked to be studied. So I did want to make sure that my perspective was heard.

Mr. SABO. Mr. Chairman, I yield 1 minute to the gentleman from Arizona (Mr. PASTOR), a distinguished member of our subcommittee.

Mr. PASTOR. Mr. Chairman, I want to congratulate both the chairman of the committee and the ranking member for bringing forth to this House a fair bill, a bipartisan bill, and I ask my colleagues to support it.

I would like to take a few minutes to thank the gentleman from Virginia (Mr. WOLF) for the leadership he has taken and the advocacy he has taken in terms of safety. I know that he started with truck safety and he worked very hard to ensure that we had a reasonable and sensible solution in the manner in which we had oversight over truck safety, and I want to congratulate him and thank him for the leadership.

Lately he has been concerned and been an advocate to increase the safety at our airports and, again, he has found a reasonable and sensible solution and I want to thank him. I know that this is the last bill that he will bring to the floor on transportation. I want to commend him for the fine work he has done.

I also want to congratulate the ranking member for the work he has done on behalf of the minority.

Mr. WOLF. Mr. Chairman, I yield 3 minutes to the gentleman from Pennsylvania (Mr. SHUSTER).

Mr. SHUSTER. Mr. Chairman, I rise in support of this legislation. It is a good bill and I would like to commend the gentleman from Virginia (Mr. WOLF) and the gentleman from Minnesota (Mr. SABO) for their work on this bill. I think it is very significant to note that this legislation honors the funding guarantees in TEA–21 and AIR–21 and still sufficiently funds other important transportation programs such as the Coast Guard and Amtrak.

I have long believed that we could honor the principle of dedicated trust fund revenues for their intended purposes while maintaining sufficient funding for other important transportation programs, and this bill proves that point.

I also want to commend the gentleman from Virginia (Mr. WOLF) for, with only a very few exceptions, reporting a bill with fewer authorizing provisions than in past years. While there are many technical violations of the rules, we have no problem with that at all; there are about 30 substantive violations of the rules. Had we been consulted on them, we perhaps might have been able to work out more of them but as it is we have only decided to reserve the right to object to nine of them and, indeed, I believe in colloquy with the gentleman from Virginia (Mr. WOLF) on two of those rules it is my hope that while I will reserve the right to object that I may well withdraw that right.

So I think this is a good piece of legislation. It shows that we can make the increased investments so crucial to transportation, and I commend the gentleman from Virginia (Mr. WOLF), the gentleman from Minnesota (Mr. SABO) and all of the members of the

Committee on Appropriations Subcommittee on Transportation for bringing this appropriation to the floor.

Mr. SABO. Mr. Chairman, I yield 2 minutes to the distinguished gentlewoman from Michigan (Ms. KILPATRICK), who is serving her first term on this subcommittee and doing a great job.

Ms. KILPATRICK. Mr. Chairman, to our chairman, the gentleman from Virginia (Mr. WOLF), I want to thank him for his leadership. What a joy it has been to work with him over this first term as a member of the Committee on Appropriations. I commend him for his leadership; and I want to also thank the gentleman from Minnesota (Mr. SABO), who is also our ranking member and a fine gentleman, for the bipartisan way that this bill was put together.

It is a wonderful bill. I urge my colleagues to support it. It has funding levels that meet the needs of the citizens of this country, both in highway, transit, airport, Coast Guard.

It has really been a joy to work on this committee in the bipartisan fashion that the gentleman from Virginia (Chairman WOLF) and the gentleman from Minnesota (Mr. SABO) let the committee operate. I commend them. I have been on other committees in this House and this transportation bill is head and shoulders above those other processes I have been involved in.

The funding levels, as I mentioned, will meet the needs of our country; the first of the 21st century this bill is. I just want to say as a new member in this appropriations process, if all the bills could be worked together in a bipartisan fashion as this transportation bill has been with the leadership of the gentleman from Virginia (Mr. WOLF) and the gentleman from Minnesota (Mr. SABO), this Congress and the country would be a better one.

As the gentleman from Virginia (Mr. WOLF) leaves to his next assignment, may God be with him and take his leadership skills and abilities forward as we rebuild and shape America for all of its citizens.

Mrs. CAPPS. Mr. Chairman, the Transportation Appropriations bill will make critical investments that are needed throughout our country to improve our transportation infrastructure, promote economic development and ensure safe travel. In particular, Mr. Speaker, I would like to highlight two vital projects contained in the legislation for which I was able to obtain funding.

The bill contains $250,000 to help the county of Santa Barbara to build a bicycle/pedestrian bridge in Goleta. CA. This will provide safe passage for pedestrians and bicyclists over a major county road, U.S. Highway 101 and a railroad, connecting a large residential community with a major shopping center, a 25-acre community park and coastal access.

The bill also contains $240,000 to allow the Santa Maria Organization of Transportation Helpers, Inc. [SMOOTH] to purchase a second set of three new 21-passenger, wheelchair-lift-equipped minibuses. SMOOTH is a nonprofit organization that for 23 years has been providing transportation services for seniors, disabled, economically disadvantaged and geographically isolated persons. In response to my request last year for $480,000 for six new minibuses, Congress appropriated $240,000 in fiscal year 2000. These new funds would allow SMOOTH to complete their bus expansion and replacement program.

Mr. WU. Mr. Chairman, today I support H.R. 4475, the Transportation Appropriations bill and commend Chairman WOLF and ranking member SABO for their hard work on bringing this bipartisan bill to the floor so quickly. I am especially pleased today to support the bill because it includes a common sense project for Washington and Clackamas Counties in Oregon to assist Oregonians in their commute. The Wilsonville to Beaverton Commuter Rail line is an innovative project that utilizes existing infrastructure to create a commuter rail line. This line will run from Wilsonville, which is to the south of Portland to Beaverton, which is to the west of Portland.

I had the opportunity to participate in a demonstration ride last spring. I look forward to riding the full length of the track when this project is complete and working with the committee to fulfill that goal.

The million dollars that is included in this bill is important to complete preliminary engineering and builds upon the Federal commitment last year of $500,000 for alternative analysis. Computer rail is a regional priority and will make the Portland area, a long-time leader in smart transportation, even a better place to live.

Mr. Chairman, I am looking forward to working with Senators SMITH and WYDEN in ensuring that this funding is included in the other body's bill. Again, Mr. Chairman, I would like to thank Mr. WOLF and Mr. SABO for their hard work and urge my colleagues to support this important and responsible bill.

Mr. STARK. Mr. Chairman, I rise today in opposition to H.R. 4475, the fiscal year 2001 Transportation Appropriations bill. This bill contains a rider which prevents the Department of Transportation from examining the need to increase CAFE standards. This CAFE Freeze rider allows sports utility vehicles and light trucks to meet lower fuel economy standards than cars. The result is vehicles that use more gasoline and produce more emissions harmful to our environment.

This rider will prevent the CAFE standard of sports utility vehicles, currently set a 20.7 miles per gallon, from being raised to that of passenger cars. Current passenger cars standards are set at 27.5 miles per gallon. This difference results in millions of greenhouse gases being needlessly released into the atmosphere. By improving fuel efficiency standards we can reduce the threat of global warming while saving consumers money at the gas pump.

By slipping this damaging provision into H.R. 4475, we are preventing one of the most effective laws Congress has ever passed from achieving further reductions in greenhouse gases. This will result in millions of inefficient vehicles on our roads that get lower gas mileage, thereby leading to increased pollution. CAFE standards reduce oil consumption, keeping 500,000 tons of hydrocarbon emissions each year from being released into our atmosphere. In addition, CAFE standards reduce the amount of carbon dioxide released into the atmosphere by 600 million tons.

CAFE standards helps local and State governments to achieve Clean Air Act requirements for reducing hydrocarbon air pollution. These emissions, which can be reduced by increased CAFE standards, not only contribute to smog and global warming they are potentially carcinogenic. This rider places not only the future of our planet at risk, it places the health of all Americans at risk.

With sports utility vehicles now commanding such a significant market share, we must reduce their disproportionate contribution to global warming. By including this harmful rider Congress has taken a step backward in protecting the long-term health of our planet. This rider is bad environmental policy and for that reason I urge my colleagues to join me in voting against H.R. 4475, the Transportation Appropriations bill.

Mr. LANTOS. Mr. Chairman, I am pleased to rise in strong support of H.R. 4475, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, which is now under consideration by the House.

First, Mr. Chairman, I want to commend my dear friend, Congressman FRANK WOLF, the distinguished gentleman from Virginia who is the chairman of the Transportation Appropriations Subcommittee, for his truly outstanding leadership in crafting a transportation spending bill that deals effectively with critically needed infrastructure improvements for our Nation's highways and airports, as well as dealing with important transportation safety concerns.

In particular, Mr. Chairman, I want to thank the chairman and his colleagues on the Appropriations Committee for including in this bill the full administration request of $80 million for the BART San Francisco International Airport [SFO] extension in fiscal year 2001. This amount is commensurate with the full funding grant agreement reached between the Department of Transportation and BART. This critical funding will enable BART to meet its current substantial construction cash flow needs and minimize unplanned financing costs.

The BART SFO Extension has been a top transit priority in the San Francisco Bay Area for more than a decade because people have long recognized the value of bringing reliable and convenient train service directly to the San Francisco International Airport, which is now the fifth busiest airport in the entire country. The extension will provide an additional 8.7 miles of track and four additional stations. The project will link the existing 95-mile, 39-station BART system, which serves four counties on both sides of San Francisco Bay, with the expanding San Francisco International Airport.

At present, Mr. Chairman, the Bay area is beset with growing traffic congestion, which threatens the economic health of our area, which is one of the fastest growing and strongest regional economies in the United States. The BART SFO Extension is a major

step toward alleviating this traffic congestion. Forecasts regarding usage of the future BART line support this finding. Ridership is projected to reach nearly 70,000 passenger trips per week day by the year 2010, and it is estimated that some 18,000 to 20,000 of these riders will be going to or from the airport. This will make this new line one of the most heavily used lines in the entire BART system.

I am delighted to report, Mr. Chairman, that 60 percent of the construction of this project has already been completed along the main line of the extension, and construction is more than 85 percent complete inside the airport. More than 4 miles of subway have already been completed and construction is moving ahead rapidly at each of the four stations on this line.

Mr. Chairman, it is truly gratifying to see this important rail-airport link take shape. Again, I sincerely thank Chairman WOLF for his continued support of this worthy project. Thanks to the timely and appropriate Federal funding for this project included in this bill, we can all look forward soon to celebrating the historic opening of the long-awaited BART SFO Extension.

Mr. WELLER. Mr. Chairman, I rise today in strong support of H.R. 4475, the fiscal year 2001 Transportation Appropriations bill.

Mr. Chairman, this legislation addresses key transportation priorities including two projects critical to my district: Metra expansion and the EJ&E Railroad bridge. This legislation funds Metra at $35 million for fiscal year 2001, allowing Metra to continue work on the North Central Service Line, the Union Pacific West Line, and the South West Service to Manhattan. One of my top legislative priorities continues to be the expansion of the South West Service line which greatly benefits the residents of the 11th Congressional District. These funds ensure that the South West Service line will continue to be developed to meet the region's growing needs. I continue to support a further extension of the Metra system to the Midewin National Tallgrass Prairie and the planned Deer Run Industrial Park.

Metra operates over 12 rail lines in the Chicago Metropolitan Area and serves more than 120 communities with 240 stations and a stop at O'Hare International Airport. The Metra system covers a territory the size of Connecticut with a population of 7.5 million, providing 4,000 revenue trains and carrying 1.5 million riders. On-time performance continues to be well above 96 percent since every year of Metra's existence.

Mr. Chairman, the legislation also provides $3 million for completion of design and engineering work of the EJ&E Railroad bridge. The EJ&E Railroad bridge crosses over the Illinois River near my hometown of Morris, IL. Unfortunately, it is the most hit bridge throughout the inland river system, being hit over 200 times in 2 years. This project will ultimately widen the width between the piers of the bridge. Funding for this project will make the Illinois River safer for maritime traffic by reducing accidents while helping the flow of commerce. In addition, this is a cost-effective project; according to the Coast Guard, modifications made to this bridge will save $1.1 million in damage each year.

Mr. Chairman, I commend Chairman WOLF and Chairman YOUNG for their hard work on this good piece of legislation. I ask all of my colleagues to support its passage.

Mr. CROWLEY. Mr. Chairman, I would like to thank Subcommittee Chairman WOLF and Ranking Member SABO for including critical funding in this legislation for the Long Island Railroad's East Side access project.

The LIRR's East Side access project is critical to the future of New York City and the surrounding region's economy and mobility, particularly for Manhattan, Queens, Nassau and Suffolk Counties.

East Side access is one of the most important transportation ''new start'' projects in the country today. It will benefit 50,000 customers the very day it opens in 2010, saving each commuter who uses it nearly 40 minutes a day roundtrip. That's 3 hours a week and about 18 days of productive work time a year.

Ultimately, the project will serve about 179,000 commuters daily.

Over the past 3 years the project has received some $46 million in Federal ''new start'' earmarks and over $150 million in local funding. This year's $10 million appropriation will help move the project forward toward initial construction elements late this fall.

The project also includes a new station in Sunnyside Queens, in my district, which will allow my constituents to travel more quickly in to and out of Penn Station in Manhattan. It will also provide a link from other parts of Queens and Long Island to the growing Long Island City business district.

In addition, East Side access will bring with it many thousands of direct construction jobs to the district over the life of the project as well as many thousands of additional supporting jobs throughout the borough's and the region's economy.

I would also like to thank Senators MOYNIHAN and SCHUMER and Representatives KING, MCCARTHY and MEEKS, as well as former Congressman Thomas Manton, for helping to navigate this critical project.

Although we are a long way from our goal, this funding will help keep this important project on track for 2010. I look forward to working with the subcommittee on the future of this project.

Mr. WELDON of Florida. Mr. Chairman, today I rise in support of the fiscal year 2001 House transportation budget. Among the myriad of budget priorities supported in the measure, one is especially beneficial to my constituents in Indian River County. This bill will provide much needed funding for a state-of-the-art air traffic control tower at the Vero Beach Airport.

The need for a new air traffic control tower at the Vero Beach Municipal Airport has been recognized as a safety-related need since 1988 by the FAA. A combination of factors, including traffic growth, line of sight problems, and tower structural and technical obsolescence problems, as well as a lack of radar at the airport, all point to an urgent need to replace the original tower, which was completed in 1973.

I am pleased that the FAA is a partner in moving this project forward. It was first included in an FAA budget request in 1995, funding began in 1996, and construction was supposed to start in 1998 with completion in early 2001. All tasks, including the engineering, design, site work and environmental review phase, have been completed. Since then, however, the agency has repeatedly delayed funding the $5.2 million construction project. Most recently Vero Beach was informed that construction would not begin until 2002 with a completion date of 2005.

This is unacceptable for an airport that is the second busiest general aviation airport in Florida and ranked in about the top 15 percent of towered airports in the country. Traffic has grown to nearly 240,000 operations annually and we'll see in only a few years that number increase to 270,000. And, in addition to regular airport operations, Flight Safety International operates a fleet of more than 90 aircraft and conducts about 90,000 hours of flight training annually.

I have fought for the air traffic control tower at the Vero Beach Airport since my election to this office. I appreciate the dedication of former Vero Beach Mayor Arthur Neuberger, who has diligently worked and lobbied these very halls in search of the funds necessary for the upgrades at the facility.

I would also like to thank the gentleman from Virginia Mr. FRANK WOLF, and Chairman YOUNG on there leadership on the transportation budget, and his understanding of the importance of this air traffic control tower to the people who fly in and out of Vero Beach Airport.

Mr. MATSUI. Mr. Chairman, I rise to extend my most sincere thanks to Chairman WOLF and the Ranking Member, Mr. SABO, and the members of the committee, for their willingness to provide funding for Sacramento's transportation priorities contained in the Department of Transportation and related agencies appropriations bill for fiscal year 2001.

Funding in this legislation will allow Sacramento to make significant advancements on projects that are urgently needed to address the population growth and transportation inadequacies confronting the region. Specifically, I am grateful for $35.2 million for the Sacramento light rail extension project and the $2 million allocation for the Sacramento compressed natural gas bus and bus facilities program. Both projects are needed to assist efforts to ease traffic congestion and provide efficient, affordable, and environmentally sound modes of transportation to our region.

I also thank the committee for the $2.75 million in funds for Sacramento Transportation Intelligent Transportation Systems allocated between the city and County of Sacramento. The Regional ITS Program will maximize efficiency of existing infrastructure and rolling stock through improved system information gathering capabilities, coordinated facilities operations, and facilities maintenance by employing new technologies. Local agencies have committed $4.3 million to this program. The Regional ITS Program is composed of the Smart Corridor projects on the Sunrise/Greenback and Watt Avenue Corridors, the Transit Management Center Project for Sacramento Regional Transit, and the North and West Lake Tahoe Traffic Management Project, assisting Placer County in implementing traveler information systems in North Tahoe/Truckee.

Finally, I also thank the committee's willingness to provide a $1 million earmark under the Access to Jobs Program to enhance regional

funding for the Sacramento Regional Employment Access Transit Project. Several communities in the Sacramento region still suffer from double-digit unemployment and low income, high unemployment areas are geographically distant from job centers, and traditional transit service hours often do not correspond with available jobs. Sacramento transit operators will use funding to successfully implement a program serving a significant portion of the region's high unemployment areas, giving job opportunities to the unemployed and providing a dedicated employment pool to area businesses. Additional Federal funding is needed this year to continue and enhance the Employment Access Transit Project and fill Sacramento's transportation gaps.

Again, on behalf of the Sacramento community, I thank the committee for its recognition of these transportation priorities so vital to the stability and growth of our region.

Mrs. MCCARTHY of New York. Mr. Chairman, I rise today in support of the Transportation appropriations bill for fiscal year 2001. This legislation addresses many of the infrastructure needs and concerns confronting New York State.

I thank Chairman WOLF and Congressman SABO for crafting a bill that benefits thousands of commuters on Long Island, NY. Of particular importance is a provision allowing for the continued development of the East Side Access Project [ESA].

The East Side Access Project, which will create approximately 72,000 jobs, connects the Long Island Rail Road with Grand Central Terminal. This project will make the commute for 172,000 customers a day significantly faster and easier.

It is estimated that 46,000 commuters will save approximately 36 minutes a day—time otherwise spent with their families. In addition, the MTA predicts that they will add at least 30,000 customers a day as a result of this project.

The MTA is poised to spend Federal appropriated funds, and quickly move to construction this year. Early construction will save money, and permit the project to benefit from the momentum of the nearly completed Connector Project at the 63rd Street Tunnel.

I believe the East Side Access Project will be beneficial, not only to the commuters on the Long Island Railroad, but to transit riders and all other commuters throughout the New York City metropolitan region.

By making use of the surplus capacity available at Grand Central Terminal, ESA will reduce congestion and train movement at and into Penn Station. Just as important, it will reduce overcrowding on all Long Island Railroads trains and crosstown subways in Manhattan.

Finally, East Side Access will also reduce vehicular traffic and pollution in the NYC region.

I urge my colleagues to support this measure.

Mrs. MALONEY of New York. Mr. Chairman, I am truly displeased to have to rise in opposition to this bill.

As the managers have stated, this legislation carries great importance for the transportation funding needs for the country going into the future.

Nowhere is there a greater need for basic improvements in the transportation infrastructure than in the State of New York.

The New York City region is operating with a transit network laid out in the 1930's, one that desperately needs to be modernized to serve the needs of a 21st century metropolis that is one of America's major assets in competing in the global economy.

Unfortunately, this bill fails to provide adequate funding for two desperately needed projects in New York and rescinds funding for another important project. This continues a trend that the great Senator from New York, DANIEL PATRICK MOYNIHAN, has documented for many years in his Fisc Reports, of New York State losing out on its share of Federal money.

Mr. Chairman, the entire country knows that the benefits of the new economy have spurred a revival of New York in the last decade. The country knows this because tourism in New York City and New York State is exceeding all expectations.

In the city itself, a booming high-tech sector has developed, known as Silicon Alley, which complements the city's many other highly attractive employment sectors.

The end result of all this tourism generated by my colleagues' constituents and the booming New York economy is that an already antiquated transportation system is bursting at the seams.

The State of New York has recognized this problem and is devoted to two critical transportation projects—the building of a full length 2d Avenue subway in Manhattan and the construction of the East Side connector that will benefit commuters entering the city from the East to Grand Central Station.

One of the primary reasons for the building of these projects is to relieve crowding brought on by my colleagues' constituents as they come into the city to visit the East Side and attractions like St. Patrick's Cathedral, Rockefeller Center, and the many museums, such as the Met, Guggenheim, and the Museum of Modern Art—all which will be directly served by these needed infrastructure projects.

The Lexington Avenue subway line on the East Side of Manhattan is already dangerously overburdened.

The line is well beyond capacity during rush hour, to a point where overcrowding delays have reduced the hourly throughput on the Lexington line from a possible 30 to an actual 23 trains per hour.

Furthermore it is vital that the 2d Avenue subway and East Side Access be funded in tandem.

Without a full length 2d Avenue subway, much of the benefit to Long Island of the East Side Access Project will be lost and conditions for hundreds of thousands of New York City riders and Westchester commuters will actually be made worse.

Without a full length 2d Avenue subway, both urban and suburban users will continue to be subjected to stultifying levels of elbow-to-rib crowding, often miserable or non-existent connections between services, and unreliable and unnecessarily long commuting times that burden both employers, commuters, and tourists.

Leaders in New York like Assembly Speaker Sheldon Silver have recognized the importance of improving this basic infrastructure and have included over $1 billion in the State budget for the 2d Avenue subway.

Unfortunately, this bill severely underfunds both, granting only $10 million for the East Side Connector, which is not enough money to even build a fence around its construction site.

Let me stress that these are smart mass transit projects. There is no more room for cars in the area. These projects will get people on trains and not add additional car pollution to the environment.

As I said, this underfunding is the continuation of a trend that Senator MOYNIHAN has well documented. In his most recent Fisc Report documenting 1998, he concluded that each citizen of New York pays $835 more into the Federal Government than she receives back in benefits. Our total statewide deficit is $15 billion.

This bill exacerbates this imbalance by actually rescinding $60 million for the Farley Penn Station project in New York City. The Farley Station is critical to the development of Amtrak's high speed rail system, which is being perfected on the east coast. Eventually, this system is intended to benefit the entire country when fully deployed.

Mr. Chairman I believe this bill does a disservice to New York State and New York City and I will oppose it.

Mr. SABO. Mr. Chairman, I support the fiscal year 2001 Transportation appropriations bill.

Mr. Chairman, the transportation bill historically has been developed in a bipartisan manner, and this year is no different. This year is the last year that the gentleman from Virginia, Mr. WOLF, will manage the Transportation appropriations bill. I want to congratulate him on a job well done on this bill, and previous 5 transportation bills. He has devoted considerable attention to transportation safety issues and asked the hard questions. I want to thank him for the job he has done and the fair manner in which he has managed the work for the Transportation Subcommittee.

I also want to thank the subcommittee staff for the tremendous job that they have done—John Blazey, Rich Efford, Stephanie Gupta, Linda Muir, Chris Porter, and Geoff Gleason for helping to produce a bill that both sides of the aisle can support.

The bill provides $14.9 billion in new budget authority and $55.2 billion in total resources, including obligation limitations, for fiscal year 2001. This provides a respective 10 percent increase over last year.

Mr. Chairman, this body should know that much of the new spending in the bill is for Transportation infrastructure programs and is spending mandated under TEA21 and AIR21. Funding for airport construction is up 64 percent or $1.3 billion over last year. Funding for highways and transit is up $2.6 billion or 8 percent over last year. Nearly three-fourths of the outlays in this bill are now guaranteed. As a result, the Appropriations Committee had no choice but to provide these funds.

These TEA21 and AIR21 mandates have made it more difficult to allocate resources in a balanced fashion among competing aviation, Coast Guard, highway, rail and transit needs.

This year, as a result of the AIR21 and TEA21 guarantees, the Transportation Subcommittee needed a generous 302(b) allocation in order to avoid squeezing the Coast Guard and to protect vital air traffic control and safety operations. We were able to address these operating needs, but only at the expense of other subcommittees whose 302(b) allocations were not as generous.

This bill also provides Amtrak with its full capital appropriation of $521 million—an amount that is $70 million below last year, but essential if Amtrak is to remain on a path toward operational self sufficiency by 2003.

The bill does not include a number of legislative authorizations that were requested by the administration that proposed to divert excess gas tax revenue—or revenue aligned budget authority—to a variety of other purposes. Thus, the bill does not include the $468 million requested for new infrastructure investments in high speed rail corridors across the county.

As many Members are aware, there is tremendous interest among the Governors in expanding Amtrak high speed rail service—Minnesota, Wisconsin, Illinois, Michigan and others have formed the Midwest Regional Rail Coalition, and there are other high speed rail corridors in California, New York, in the southeast, and in other parts of the county. To try to address the great interest in this area, the bill includes provisions to provide greater flexibility for governors, at their option, to use CMAQ and Surface Transportation Program funding to help finance these rail projects. We believed this would be a small, but important step forward.

This year, the committee received a tremendous number of requests from Members to help with grade crossing removal projects. To help address this need, the bill includes provisions eliminating the State and local matching requirements so that States can more quickly use the $142 million in outstanding Federal funds available, but unspent for this purpose. I would urge your support for these provisions.

Finally, I want to mention my concerns about one aspect of the bill dealing with funding for the large transit projects we call ''new starts.'' This year, the committee received more than $2.7 billion in funding requests for discretionary section 5309 New Starts projects. Even though the program is funded at an historical high of $1.058 billion, the amount available to fund new starts projects is a fraction of the current demand, and this problem will only grow worse in coming years.

The new starts pipeline is huge and growing. The Federal Transit Administration has already committed the federal government to multiyear section 5309 funding of $2.9 billion over the remaining life of TEA21 for 16 transit systems, and the costs for another 47 projects in the pipeline will reach a staggering $25 billion. Still more projects are in the planning stage. The allowable Federal share of these projects under TEA–21 is 80 percent—clearly more than we can afford in the near future. In fact, the President's proposals for this fiscal year, if the committee had adopted them, would have completely exhausted all available discretionary Federal support for new transit systems through 2003.

That is why I have advocated that we should move toward requiring communities to foot at least 50 percent of the bill for these projects, rather than the minimum 20 percent local share required under TEA21. I acknowledge that this is not a popular point of view, but I believe that it will become necessary to fairly provide Federal assistance to new start projects across the country. If we don't move in this direction, many communities with worthy transit projects simply will be left out in the cold.

This bill does not include a 50 percent cost share requirement. But, far from serving as a disincentive to build transit as some have suggested, I believe that sending a clear message that more robust local and State financial participation is expected will help to address the new starts funding logjam—and more fairly distribute new starts assistance to communities in need.

In closing, Mr. Chairman, I support this bill and I urge its adoption.

Mr. CRANE. Mr. Chairman, I just wanted to take this opportunity to congratulate and thank the Appropriations Committee in general, and the chairman and members of the Transportation Appropriations Subcommittee in particular, for their efforts on the legislation that is before us today.

As reported, H.R. 4475 is a well conceived piece of legislation. Not only does it keep faith with the principle that revenues raised for specific purposes, such as highway and airport improvements, should be devoted to those purposes, but it will be of immense benefit to the traveling public. By helping to ease the transportation bottlenecks that impede commerce and by mitigating the traffic congestion that plagues so many of our cities and suburbs, it will be of great benefit to millions of Americans who have to commute to work, drive their children to and from school, deliver shipments, shop for necessities and travel on business or in case of an emergency.

How can I be so sure of that? Because I have the privilege of representing an area that is indicative of both the problems H.R. 4475 seeks to address and remedies that it is intended to provide. As many of my colleagues know, the north and northwest suburbs of Chicago are very busy places. Not only can commuting to or from downtown Chicago by car be very time consuming at rush hour, but traveling from suburb to suburb is no easy or quick matter when traffic is heavy.

To be sure, the Chicagoland is blessed with an excellent commuter rail system and a large number of light rail and bus routes. But, it also has a population that is expected to exceed nine million by the year 2020, which means that the pressures on the area's transportation systems will only get worse unless substantial steps are taken to relieve them. Which is where H.R. 4475 comes in.

If enacted into law, this bill will facilitate the double tracking a portion of METRA's North Central line through northern Cook and central Lake counties, enabling 22 commuter trains a day to serve many of Chicago's northwest suburbs—plus Chicago's O'Hare Airport—instead of the current 10. In addition, the bill will lead to an expansion of METRA service to a number of communities west and southwest of Chicago as well. Also, H.R. 4475 will help reduce traffic congestion in the area serveral other ways. One is that it will help finance the development of intelligent transportation systems in both Lake County, north of Chicago, and DuPage County, west of the city. Another is that it will contribute to the rehabilitation of two important light rail lines—the Ravenswood Line and the Douglas line—in the city itself.

Inasmuch as the aforementioned population growth is expected to occur within the City of Chicago as well as in its suburbs, I cannot emphasize enough how important these improvements are, not just to the people of my district, but to the entire Chicago metropolitan area. In addition to giving us more ways to get around, they will ease traffic congestion and make it easier for us to drive around. Moreover, they will lay the foundation for additional commuter rail service expansions and other transportation improvements in the future. In short, they promise real relief, not just to those who live in or near Chicago, but also to the millions of people who travel to the city while on vacation or to do business.

For all those reasons, Mr. Chairman, I wish to thank my colleagues on the Transportation Appropriations Subcommittee and the full Appropriations Committee for including those items, the METRA projects and the ITS project in Lake County in particular, in the fiscal 2001 Transportation appropriations bill. You have done my constituents and their Chicagoland neighbors a considerable service, one I am sure they will appreciate every bit as much as will the residents of many other cities and suburbs who likewise stand to benefit from its provisions. Which brings to mind one last thought, it being that the projects and benefits associated with H.R. 4475 stretch far beyond the city limits of Chicago and the State of Illinois. One way or another every State in the country will profit from enactment of H.R. 4475, as will many of their communities and residents. That being the case, I urge my colleagues to vote for the bill today so that we can begin to realize its potential before to many tomorrows come to pass.

Mr. KUYKENDALL. Mr. Chairman, I rise in support of H.R. 4475, the fiscal year 2001 Department of Transportation appropriations bill. This legislation contains funding for a number of important programs, including several in my own district. These projects are designed to reduce reliance on single-passenger vehicles. By encouraging alternatives to the car, such as mass transit and other commuter opportunities, we reduce air emissions and conserve other important renewable resources. We enhance the quality of life in communities by reducing congestion and preserving air quality. Both are admirable objectives.

The base bill also contains a provision that preserves the current corporate average fuel economy [CAFE] standards. An amendment to strip this provision out of the bill may be offered, and, if approved, will permit the National Highway Traffic Safety Administration to impose stricter standards. While I strongly support the need to reduce air emissions and promote fuel efficiency, a restrictive approach mandated by the government, unresponsive to consumer demands and production realities, is not the wisest approach.

CAFE is the result of the 1970's energy shortage. It was a proposal to diminish our reliance on foreign oil by mandating to auto manufacturers that their vehicles achieve at

least minimum mileage standards. When oil prices again rose sharply in the early 1980's, smaller cars were selling well, and it was expected that manufacturers would have no difficulty complying with the standards. As oil prices began to decline during the latter part of the 1980's, small car sales began to taper. Consumers placed a lower value on fuel economy and gas prices as a factor in deciding which car to purchase. One consequence has been the rise in popularity of sport utility vehicles [SUVs]. Because SUVs rely on large cylinder engines requiring more fuel to power, they have been cited as the reason to revisit CAFE standards.

Since CAFE standards were introduced, manufacturers have increased fuel economy for passenger vehicles by 113 percent and light trucks by almost 60 percent. With new technologies, such as fuel cells, hybrid vehicles, and boosting capabilities, vehicles that were once only able to achieve 18.7 miles per gallon are now able to achieve 70 miles per gallon. Boosting technologies allow a smaller, more fuel efficient engine to be used in a SUV without compromising performance. As important, it is technology that is relatively inexpensive to incorporate into vehicle design. In short, these types of technologies achieve the same end result as the CAFE objectives without increasing vehicle cost or constraining consumer choice.

These technological improvements have resulted, not from the mandates of the CAFE standards, but from voluntary research and development efforts. Many of these technologies are adaptable right now. Others need additional time to fully develop and implement. In either scenario, the focus should be on encouraging technological innovation, development, and implementation. We can achieve this goal, not by commanding and controlling new technologies through the CAFE program, but by creating incentives to undertake expensive research projects. Incentives may include tax breaks for new automotive or fuel technologies. It might include the creation of a demonstration project or providing funding for private/public research efforts such as the Partnership for a New Generation of Vehicles. In the end, it is because we do have alternative technologies and better ways to encourage innovation that makes the debate to increase the CAFE standards largely academic.

I urge my colleagues to defeat this amendment and to support H.R. 4475.

Mr. GILMAN. Mr. Chairman, permit me to take this opportunity to express my thanks to my friend and colleague, the gentleman from Virginia, Chairman WOLF, for his diligence and dedication in bringing this measure before the House today.

This legislation fully meets the highways, transit, rail, and aviation needs of our Nation.

Specifically, the measure allocates $30.7 billion for the Federal Highway Administration, a $1.6 billion increase; $12 billion for the Federal Aviation Administration, a $2 billion increase; $6.2 billion for the Federal Transit Administration, $485 million more than last year; $689 million for the Federal Railroad Administration, a $45 million decrease from the fiscal year 2000 level; and $4.6 billion for the U.S. Coast Guard, a $594 million increase.

Furthermore, I would express my gratitude to Chairman WOLF for his cooperation in providing assistance to the rural communities of Sullivan County, NY. The degradation of the Tappan Zee Bridge, our efforts to restore service to the west shoreline, our recent privatization of Stewart International Airport, the citizens of my district, from Tappan to Wurtsboro, are continuously facing the transportation challenges of increased growth and development. This funding will play a vital role in our commitment to provide a safe and reliable transportation infrastructure for our Nation.

Once again, I thank Chairmen YOUNG and WOLF for their continued support and commitment and look forward to working with them in the future on the challenges facing to our Nation's transportation system.

Mr. KING. Mr. Chairman, I rise in support of the bill now before the House, H.R. 4475, the fiscal year 2001 appropriations bill for the Department of Transportation and related agencies. This bill contains $10,000,000 in Federal transit capital investment grant funding for the New York State Metropolitan Transportation Authority's Long Island Rail Road East Side Access [ESA] project. While the ESA project could obligate much more Federal new start funding this year, with construction anticipated to begin this fall, I am very grateful for the committee's support. Federal taxpayers can rest assured that the ESA project will quickly put all Federal transit appropriations to good use for the public.

I am pleased to mention that the NYS MTA's 2000–04 capital plan was just approved in the State legislature and provides the necessary local matching funds, $1,500,000,000, to enable ESA to move rapidly into heavy construction this year. Daily LIRR riders, 50,000 of whom will save nearly 3 hours a week now wasted backtracking from Penn Station on Manhattan's west side to jobs on the east side, are eager to see this project become a reality. Many of these harried commuters are hard-working mothers and fathers who should have these hours to spend with their families. Transit riders throughout the MTA system will benefit from better distribution of passengers made possible by the ESA project. Planned new entranceways into the Grand Central Station complex will enhance the station's flow of LIRR, Metro North, and subway transit passengers. In Queens, passengers also will benefit from a new station to be built in Sunnyside.

This project, which will provide major transportation benefits for the entire New York City Metropolitan region, has received Federal transit new start funding for the last three fiscal years. In addition, a major portion of its overall length was constructed throughout the 1980's with nearly $900 million in Federal dollars (plus an equal amount of State/local dollars) as part of the MTA's 63d Street tunnel and connector project. The ESA project will complete the unfinished elements of these federally aided projects by allowing LIRR commuter trains to use the already constructed lower level of the tunnel and proceed into Grand Central Station. The busy upper level of the 63d Street tunnel now carries subway trains.

In addition to maximizing passenger circulation throughout the transit system, ESA will enhance the environment by taking over 12,000 cars per day off the East River bridges that bring commuters from Queens, Brooklyn, Nassau, and Suffolk to jobs in the Nation's largest central business district. It will also allow for reverse commuters to leave the west side of Manhattan from the same location that Metro North Railroad customers now enjoy.

The ESA project, which I anticipate will be completed by 2011, is moving ahead steadily. The project is prepared for actual construction to begin during this calendar year, and to go into high gear in early fiscal year 2001.

Local and State support for ESA are strong. It is Governor Pataki's No. 1 transit priority. The mayor and the county executives of Nassau and Suffolk, as well as the business community support the project.

Nearly $192 million in State and Federal funds already have been invested in the ESA project, including $46 million in Federal new starts appropriations. With the MTA's suggested overmatch of 50 percent, similar to what it had provided for its previous new start project, the 63d Street Connector, the ESA is a solid Federal investment that will maximize the use of facilities already built with Federal dollars and awaiting use by the taxpayers.

A number of my colleagues including Congresswoman CAROLYN MCCARTHY, Congressman GREGORY MEEKS, Congressman JOSEPH CROWLEY have worked together to support including fiscal year 2001 funds for the ESA project in the Appropriations Committee's reported-bill. It has been a tough effort because there are dozens of transit new starts projects competing for a limited amount of Federal funds. This has been a difficult process for Chairman WOLF, whom I thank for all his support and leadership, and I extend my gratitude to Ranking Member SABO as well.

Mr. SABO. Mr. Chairman, I yield back the balance of my time.

Mr. WOLF. Mr. Chairman, I yield back the balance of my time.

The CHAIRMAN. All time for general debate has expired.

Pursuant to the rule, the bill shall be considered for amendment under the 5-minute rule. The amendments printed in House Report 106–626 are adopted.

During consideration of the bill for further amendment, the Chair may accord priority in recognition to a Member offering an amendment that he has printed in the designated place in the CONGRESSIONAL RECORD. Those amendments will be considered as read.

The Chairman of the Committee of the Whole may postpone a request for a recorded vote on any amendment and may reduce to a minimum of 5 minutes the time for voting on any postponed question that immediately follows another vote, provided that the time for voting on the first question shall be a minimum of 15 minutes.

The Clerk will read.

The Clerk read as follows:

H.R. 4475

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes, namely:

TITLE I

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

IMMEDIATE OFFICE OF THE SECRETARY

For necessary expenses of the Immediate Office of the Secretary, $1,756,000.

IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

For necessary expenses of the Immediate Office of the Deputy Secretary, $587,000.

OFFICE OF THE GENERAL COUNSEL

For necessary expenses of the Office of the General Counsel, $9,760,000.

OFFICE OF THE ASSISTANT SECRETARY FOR POLICY

For necessary expenses of the Office of the Assistant Secretary for Policy, $3,131,500.

OFFICE OF THE ASSISTANT SECRETARY FOR AVIATION AND INTERNATIONAL AFFAIRS

For necessary expenses of the Office of the Assistant Secretary for Aviation and International Affairs, $7,182,000: *Provided*, That notwithstanding any other provision of law, there may be credited to this appropriation up to $1,250,000 in funds received in user fees.

OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

For necessary expenses of the Office of the Assistant Secretary for Budget and Programs, $7,241,000, including not to exceed $60,000 for allocation within the Department for official reception and representation expenses as the Secretary may determine.

OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

For necessary expenses of the Office of the Assistant Secretary for Governmental Affairs, $2,000,000.

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

For necessary expenses of the Office of the Assistant Secretary for Administration, $18,359,000.

OFFICE OF PUBLIC AFFAIRS

For necessary expenses of the Office of Public Affairs, $1,454,000.

EXECUTIVE SECRETARIAT

For necessary expenses of the Executive Secretariat, $1,181,000.

BOARD OF CONTRACT APPEALS

For necessary expenses of the Board of Contract Appeals, $496,000.

OFFICE OF SMALL AND DISADVANTAGED BUSINESS UTILIZATION

For necessary expenses of the Office of Small and Disadvantaged Business Utilization, $1,192,000.

OFFICE OF INTELLIGENCE AND SECURITY

For necessary expenses of the Office of Intelligence and Security, $1,490,000.

OFFICE OF THE CHIEF INFORMATION OFFICER

For necessary expenses of the Office of the Chief Information Officer, $6,279,000.

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, $8,140,000.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, to remain available until expended, $3,300,000.

TRANSPORTATION ADMINISTRATIVE SERVICE CENTER

Necessary expenses for operating costs and capital outlays of the Transportation Administrative Service Center, not to exceed $119,387,000, shall be paid from appropriations made available to the Department of Transportation: *Provided*, That such services shall be provided on a competitive basis to entities within the Department of Transportation: *Provided further*, That the above limitation on operating expenses shall not apply to non-DOT entities: *Provided further*, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Transportation Administrative Service Center without the approval of the agency modal administrator: *Provided further*, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

For the cost of guaranteed loans, $1,500,000, as authorized by 49 U.S.C. 332: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974: *Provided further*, That these funds are available to subsidize total loan principal, any part of which is to be guaranteed, not to exceed $13,775,000. In addition, for administrative expenses to carry out the guaranteed loan program, $400,000.

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, $3,000,000, of which $2,635,000 shall remain available until September 30, 2002: *Provided*, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation.

COAST GUARD

OPERATING EXPENSES

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase of not to exceed five passenger motor vehicles for replacement only; payments pursuant to section 156 of Public Law 97–377, as amended (42 U.S.C. 402 note), and section 229(b) of the Social Security Act (42 U.S.C. 429(b)); and recreation and welfare; $3,192,000,000, of which $341,000,000 shall be available for defense-related activities; and of which $25,000,000 shall be derived from the Oil Spill Liability Trust Fund: *Provided*, That none of the funds appropriated in this or any other Act shall be available for pay for administrative expenses in connection with shipping commissioners in the United States: *Provided further*, That none of the funds provided in this Act shall be available for expenses incurred for yacht documentation under 46 U.S.C. 12109, except to the extent fees are collected from yacht owners and credited to this appropriation: *Provided further*, That none of the funds in this Act shall be available for the Coast Guard to plan, finalize, or implement any regulation that would promulgate new maritime user fees not specifically authorized by law after the date of the enactment of this Act.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

For necessary expenses of acquisition, construction, renovation, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto, $515,000,000, of which $20,000,000 shall be derived from the Oil Spill Liability Trust Fund; of which $252,640,000 shall be available to acquire, repair, renovate or improve vessels, small boats and related equipment, to remain available until September 30, 2005; $42,300,000 shall be available for the Integrated Deepwater Systems program, to remain available until September 30, 2003; $43,650,000 shall be available to acquire new aircraft and increase aviation capability, to remain available until September 30, 2003; $60,113,000 shall be available for other equipment, to remain available until September 30, 2003; $61,606,000 shall be available for shore facilities and aids to navigation facilities, to remain available until September 30, 2003; and $54,691,000 shall be available for personnel compensation and benefits and related costs, to remain available until September 30, 2002: *Provided*, That the Commandant of the Coast Guard is authorized to dispose of surplus real property, by sale or lease, and the proceeds shall be credited to this appropriation as offsetting collections and made available only for the National Distress and Response System Modernization program, to remain available for obligation until September 30, 2003: *Provided further*, That upon initial submission to the Congress of the fiscal year 2002 President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the United States Coast Guard which includes funding for each budget line item for fiscal years 2002 through 2006, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget: *Provided further*, That the amount herein appropriated shall be reduced by $100,000 per day for each day after initial submission of the President's budget that the plan has not been submitted to the Congress.

POINT OF ORDER

Mr. SHUSTER. Mr. Chairman, I reserve a point of order against the proviso on page 8, lines 17 through 20 on the ground that it is legislation on appropriations in violation of clause 2 of rule XXI of the Rules of the House.

The CHAIRMAN. Does the gentleman make the point of order at this point?

Mr. SHUSTER. I reserve it.

Mr. WOLF. Mr. Chairman, I would like to speak on the point of order.

The CHAIRMAN. The gentleman should make the point of order since it comes against a provision in the bill before the Chair asks for amendments to that paragraph.

Mr. SHUSTER. I will make the point of order.

The CHAIRMAN. The gentleman will state his point of order.

Mr. SHUSTER. Let me withdraw that. It is my intention to reserve a point of order and to hear the gentleman's argument, and it is my hope once I hear it I will withdraw my point of order.

Mr. WOLF. Hope springs eternal.

The CHAIRMAN. The gentleman may withdraw his point of order after the gentleman from Virginia (Mr. WOLF) has argued the point of order, but at this point he is making a point of order.

Mr. SHUSTER. So if I understand the Chair, I can make my point of order and I still have the right to withdraw it after the gentleman makes his argument?

The CHAIRMAN. That is correct.

Mr. SHUSTER. Then I will make my point of order.

Mr. WOLF. Mr. Chairman, I would like to speak on the point of order.

The CHAIRMAN. The gentleman from Virginia (Mr. WOLF) is recognized.

Mr. WOLF. Mr. Chairman, the fiscal year 2000 DOT Appropriation Act required the Secretary of Transportation to submit along with the 2001 budget request the capital investment plan for the FAA and the Coast Guard. It might surprise many Members to know that although these agencies spend close to $3 billion, ''B'' billion, a year on the capital investments, they do not produce a comprehensive multiyear plan which shows how they plan to achieve their goals over time. They only submit an annual budget which simply does not give us enough information to make good decisions on these substantial investments. Any business this size or, frankly, a lot smaller would hammer out an investment plan as a matter of normal business practice, so we felt it was certainly reasonable for the FAA and the Coast Guard to do the same. So we required the development of these plans in last year's bill.

The problem is, the Secretary has ignored the law. None of these plans has ever been submitted. The chairman of the committee, Mr. Chairman, does not ask for reports on a casual basis and it is rare for the committee to put reporting requirements in the bill, but we did in this case because they are important and we intend to ensure that one way or the other the committee's directives are not ignored, not by the FAA or the Coast Guard, and particularly by the Office of the Secretary, and not by the Office of Management and Budget.

This should not be controversial. I do not believe that anyone would really have a substantive objection to compelling DOT to follow the law that the Congress has passed.

The CHAIRMAN. Does the gentleman insist upon his point of order?

Mr. SHUSTER. Mr. Chairman, while I believe it is subject to a point of order, I agree with the substance of the arguments made by the gentleman and therefore withdraw my point of order.

The CHAIRMAN. The point of order is withdrawn.

The Clerk will read.

The Clerk read as follows:

ENVIRONMENTAL COMPLIANCE AND RESTORATION

For necessary expenses to carry out the Coast Guard's environmental compliance and restoration functions under chapter 19 of title 14, United States Code, $16,700,000, to remain available until expended.

ALTERATION OF BRIDGES

For necessary expenses for alteration or removal of obstructive bridges, $14,740,000, to remain available until expended.

RETIRED PAY

For retired pay, including the payment of obligations therefor otherwise chargeable to lapsed appropriations for this purpose, and payments under the Retired Serviceman's Family Protection and Survivor Benefits Plans, payments for 15-year career status bonuses under the National Defense Authorization Act for fiscal year 2000, and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act (10 U.S.C. ch. 55), $778,000,000.

RESERVE TRAINING

(INCLUDING TRANSFER OF FUNDS)

For all necessary expenses of the Coast Guard Reserve, as authorized by law; maintenance and operation of facilities; and supplies, equipment, and services; $80,375,000: *Provided*, That no more than $21,500,000 of funds made available under this heading may be transferred to Coast Guard ''Operating expenses'' or otherwise made available to reimburse the Coast Guard for financial support of the Coast Guard Reserve: *Provided further*, That none of the funds in this Act may be used by the Coast Guard to assess direct charges on the Coast Guard Reserves for items or activities which were not so charged during fiscal year 1997.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

For necessary expenses, not otherwise provided for, for applied scientific research, development, test, and evaluation; maintenance, rehabilitation, lease and operation of facilities and equipment, as authorized by law, $19,691,000, to remain available until expended, of which $3,500,000 shall be derived from the Oil Spill Liability Trust Fund: *Provided*, That there may be credited to and used for the purposes of this appropriation funds received from State and local governments, other public authorities, private sources, and foreign countries, for expenses incurred for research, development, testing, and evaluation.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, and lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 104–264, $6,544,235,000, including $4,414,869,000 to be derived from the Airport and Airway Trust Fund: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources, for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, and for issuance, renewal or modification of certificates, including airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms: *Provided further*, That of the funds appropriated under this heading, $5,000,000 shall be for the contract tower cost-sharing program and $750,000 shall be for the Centennial of Flight Commission: *Provided further*, That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards: *Provided further*, That none of the funds in this Act shall be available for new applicants for the second career training program: *Provided further*, That none of the funds in this Act shall be available for paying premium pay under 5 U.S.C. 5546(a) to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay: *Provided further*, That none of the funds in this Act may be obligated or expended to operate a manned auxiliary flight service station in the contiguous United States: *Provided further*, That none of the funds in this Act may be used for the Federal Aviation Administration to enter into a multiyear lease greater than 5 years in length or greater than $100,000,000 in value unless such lease is specifically authorized by the Congress and appropriations have been provided to fully cover the Federal Government's contingent liabilities: *Provided further*, That none of the funds in this Act for aeronautical charting and cartography are available for activities conducted by, or coordinated through, the Transportation Administrative Service Center.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, and improvement by contract or purchase, and hire of air navigation and experimental facilities and equipment as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; and construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this head; to be derived from the Airport and Airway Trust Fund, $2,656,765,000 of which $2,334,112,400 shall remain available until September 30, 2003, and of which $322,652,600 shall remain available until September 30, 2001: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment and modernization of air navigation facilities: *Provided further*, That upon initial submission to the Congress of the fiscal year 2002 President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the Federal Aviation Administration which includes funding for each budget line item for fiscal years 2002 through 2006, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget: *Provided further*, That the amount herein appropriated shall be reduced by $100,000 per day for each day after initial submission of the President's budget that the plan has not been submitted to the Congress: *Provided further*, That none of the funds in this Act may be used for the Federal Aviation Administration to enter into a capital lease agreement unless appropriations have been provided to fully cover the Federal Government's contingent liabilities at the time the lease agreement is signed.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, $184,366,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, 2003: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for research, engineering, and development.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations; for administration of such programs; for administration of programs under section 40117; for procurement, installation, and commissioning of runway incursion prevention devices and systems at airports; and for inspection activities and administration of airport safety programs, including those related to airport operating certificates under section 44706 of title 49, United States Code, $3,200,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended: *Provided*, That none of the funds under this heading shall be available for the planning or execution of programs the obligations for which are in excess of $3,200,000,000 in fiscal year 2001, notwithstanding section 47117(h) of title 49, United States Code: *Provided further*, That notwithstanding any other provision of law, not more than $53,000,000 of funds limited under this heading shall be obligated for administration.

GRANTS-IN-AID FOR AIRPORTS

(AIRPORT AND AIRWAY TRUST FUND)

(RESCISSION OF CONTRACT AUTHORIZATION)

Of the unobligated balances authorized under 49 U.S.C. 48103, as amended, $579,000,000 are rescinded.

AVIATION INSURANCE REVOLVING FUND

The Secretary of Transportation is hereby authorized to make such expenditures and investments, within the limits of funds available pursuant to 49 U.S.C. 44307, and in accordance with section 104 of the Government Corporation Control Act, as amended (31 U.S.C. 9104), as may be necessary in carrying out the program for aviation insurance activities under chapter 443 of title 49, United States Code.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON ADMINISTRATIVE EXPENSES

Necessary expenses for administration and operation of the Federal Highway Administration, not to exceed $290,115,000 shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration together with advances and reimbursements received by the Federal Highway Administration.

LIMITATION ON TRANSPORTATION RESEARCH

Necessary expenses for transportation research of the Federal Highway Administration, not to exceed $437,250,000 shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration: *Provided*, That this limitation shall not apply to any authority previously made available for obligation.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

None of the funds in this Act shall be available for the implementation or execution of programs, the obligations for which are in excess of $29,661,806,000 for Federal-aid highways and highway safety construction programs for fiscal year 2001.

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

For carrying out the provisions of title 23, United States Code, that are attributable to Federal-aid highways, including the National Scenic and Recreational Highway as authorized by 23 U.S.C. 148, not otherwise provided, including reimbursement for sums expended pursuant to the provisions of 23 U.S.C. 308, $28,000,000,000 or so much thereof as may be available in and derived from the Highway Trust Fund, to remain available until expended.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

MOTOR CARRIER SAFETY

LIMITATION ON ADMINISTRATIVE EXPENSES

For necessary expenses for administration of motor carrier safety programs and motor carrier safety research, pursuant to section 104(a) of title 23, United States Code, not to exceed $92,194,000 shall be paid in accordance with law from appropriations made available by this Act to the Federal Motor Carrier Safety Administration, together with advances and reimbursements received by the Federal Motor Carrier Safety Administration: *Provided*, That such amounts shall be available to carry out the functions and operations of the Federal Motor Carrier Safety Administration.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out 49 U.S.C. 31102, $177,000,000, to be derived from the Highway Trust Fund and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of $177,000,000 for the National Motor Carrier Safety Program.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety under chapter 301 of title 49, United States Code, and part C of subtitle VI of title 49, United States Code, $107,876,000, of which $77,671,000 shall remain available until September 30, 2003: *Provided*, That none of the funds appropriated by this Act may be obligated or expended to plan, finalize, or implement any rulemaking to add to section 575.104 of title 49 of the Code of Federal Regulations any requirement pertaining to a grading standard that is different from the three grading standards (treadwear, traction, and temperature resistance) already in effect.

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, to remain available until expended, $72,000,000, to be derived from the Highway Trust Fund: *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2001, are in excess of $72,000,000 for programs authorized under 23 U.S.C. 403.

NATIONAL DRIVER REGISTER

(HIGHWAY TRUST FUND)

For expenses necessary to discharge the functions of the Secretary with respect to the National Driver Register under chapter 303 of title 49, United States Code, $2,000,000, to be derived from the Highway Trust Fund, and to remain available until expended.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, 405, 410, and 411, to remain available until expended, $213,000,000, to be derived from the Highway Trust Fund: *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2001, are in excess of $213,000,000 for programs authorized under 23 U.S.C. 402, 405, 410, and 411, of which $155,000,000 shall be for ''Highway Safety Programs'' under 23 U.S.C. 402, $13,000,000 shall be for ''Occupant Protection Incentive Grants'' under 23 U.S.C. 405, $36,000,000 shall be for ''Alcohol-Impaired Driving Countermeasures Grants'' under 23 U.S.C. 410, and $9,000,000 shall be for the ''State Highway Safety Data Grants'' under 23 U.S.C. 411: *Provided further*, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures: *Provided further*, That not to exceed $7,750,000 of the funds made available for section 402, not to exceed $650,000 of the funds made available for section 405, not to exceed $1,800,000 of the funds made available for section 410, and not to exceed $450,000 of the funds made available for section 411 shall be available to NHTSA for administering highway safety grants under chapter 4 of title 23, United States Code: *Provided further*, That not to exceed $500,000 of the funds made available for section 410 ''Alcohol-Impaired Driving Countermeasures Grants'' shall be available for technical assistance to the States.

FEDERAL RAILROAD ADMINISTRATION

SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, $102,487,000, of which $5,249,000 shall remain available until expended: *Provided*, That, as part of the Washington Union Station transaction in which the Secretary assumed the first deed of trust on the property and, where the Union Station Redevelopment Corporation or any successor is obligated to make payments on such deed of trust on the Secretary's behalf, including payments on and after September 30, 1988, the Secretary is authorized to receive such payments directly from the Union Station Redevelopment Corporation, credit them to

the appropriation charged for the first deed of trust, and make payments on the first deed of trust with those funds: *Provided further*, That such additional sums as may be necessary for payment on the first deed of trust may be advanced by the Administrator from unobligated balances available to the Federal Railroad Administration, to be reimbursed from payments received from the Union Station Redevelopment Corporation.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, $26,300,000, to remain available until expended.

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

The Secretary of Transportation is authorized to issue to the Secretary of the Treasury notes or other obligations pursuant to section 512 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94–210), as amended, in such amounts and at such times as may be necessary to pay any amounts required pursuant to the guarantee of the principal amount of obligations under sections 511 through 513 of such Act, such authority to exist as long as any such guaranteed obligation is outstanding: *Provided*, That pursuant to section 502 of such Act, as amended, no new direct loans or loan guarantee commitments shall be made using Federal funds for the credit risk premium during fiscal year 2001.

RHODE ISLAND RAIL DEVELOPMENT

For the costs associated with construction of a third track on the Northeast Corridor between Davisville and Central Falls, Rhode Island, with sufficient clearance to accommodate double stack freight cars, $17,000,000 to be matched by the State of Rhode Island or its designee on a dollar-for-dollar basis and to remain available until expended.

NEXT GENERATION HIGH-SPEED RAIL

For necessary expenses for the Next Generation High-Speed Rail program as authorized under 49 U.S.C. 26101 and 26102, $22,000,000, to remain available until expended.

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

For necessary expenses of capital improvements of the National Railroad Passenger Corporation as authorized by 49 U.S.C. 24104(a), $521,476,000, to remain available until expended: *Provided*, That the Secretary shall not obligate more than $208,590,000 prior to September 30, 2001.

FEDERAL TRANSIT ADMINISTRATION

ADMINISTRATIVE EXPENSES

For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, $12,800,000: *Provided*, That no more than $64,000,000 of budget authority shall be available for these purposes: *Provided further*, That of the funds in this Act available for the execution of contracts under section 5327(c) of title 49, United States Code, $1,000,000 shall be transferred to the Department of Transportation's Office of Inspector General for costs associated with the audit and review of new fixed guideway systems.

FORMULA GRANTS

For necessary expenses to carry out 49 U.S.C. 5307, 5308, 5310, 5311, 5327, and section 3038 of Public Law 105–178, $669,000,000, to remain available until expended: *Provided*, That no more than $3,345,000,000 of budget authority shall be available for these purposes: *Provided further*, That of the funds provided under this head, $40,000,000 shall be available for grants for the costs of planning, delivery, and temporary use of transit vehicles for special transportation needs and construction of temporary transportation facilities for the XIX Winter Olympiad and the VIII Paralympiad for the Disabled, to be held in Salt Lake City, Utah: *Provided further*, That in allocating the funds designated in the preceding proviso, the Secretary shall make grants only to the Utah Department of Transportation, and such grants shall not be subject to any local share requirement or limitation on operating assistance under this Act or the Federal Transit Act, as amended.

UNIVERSITY TRANSPORTATION RESEARCH

For necessary expenses to carry out 49 U.S.C. 5505, $1,200,000, to remain available until expended: *Provided*, That no more than $6,000,000 of budget authority shall be available for these purposes.

TRANSIT PLANNING AND RESEARCH

For necessary expenses to carry out 49 U.S.C. 5303, 5304, 5305, 5311(b)(2), 5312, 5313(a), 5314, 5315, and 5322, $22,200,000, to remain available until expended: *Provided*, That no more than $110,000,000 of budget authority shall be available for these purposes: *Provided further*, That $5,250,000 is available to provide rural transportation assistance (49 U.S.C. 5311(b)(2)); $4,000,000 is available to carry out programs under the National Transit Institute (49 U.S.C. 5315); $8,250,000 is available to carry out transit cooperative research programs (49 U.S.C. 5313(a)); $52,113,600 is available for metropolitan planning (49 U.S.C. 5303, 5304, and 5305); $10,886,400 is available for State planning (49 U.S.C. 5313(b)); and $29,500,000 is available for the national planning and research program (49 U.S.C. 5314).

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out 49 U.S.C. 5303–5308, 5310–5315, 5317(b), 5322, 5327, 5334, 5505, and sections 3037 and 3038 of Public Law 105–178, $5,016,600,000, to remain available until expended, and to be derived from the Mass Transit Account of the Highway Trust Fund: *Provided*, That $2,676,000,000 shall be paid to the Federal Transit Administration's formula grants account: *Provided further*, That $87,800,000 shall be paid to the Federal Transit Administration's transit planning and research account: *Provided further*, That $51,200,000 shall be paid to the Federal Transit Administration's administrative expenses account: *Provided further*, That $4,800,000 shall be paid to the Federal Transit Administration's university transportation research account: *Provided further*, That $80,000,000 shall be paid to the Federal Transit Administration's job access and reverse commute grants program: *Provided further*, That $2,116,800,000 shall be paid to the Federal Transit Administration's capital investment grants account.

CAPITAL INVESTMENT GRANTS

For necessary expenses to carry out 49 U.S.C. 5308, 5309, 5318, and 5327, $529,200,000, to remain available until expended: *Provided*, That no more than $2,646,000,000 of budget authority shall be available for these purposes: *Provided further*, That notwithstanding any other provision of law, there shall be available for fixed guideway modernization, $1,058,400,000; there shall be available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, $529,200,000, and there shall be available for new fixed guideway systems $1,058,400,000, together with $4,983,828 made available for the Pittsburgh airport busway project under Public Law 105–66; together with $496,280 made available for the Colorado-North Front Range corridor feasibility study under Public Law 105–277, together with $4,910,000 made available for the Orlando Lynx light rail project (phase 1) under Public Law 106–69; to be available as follows:

$10,322,000 for Alaska or Hawaii ferry projects;

$25,000,000 for the Atlanta, Georgia, North line extension project;

$3,000,000 for the Baltimore central LRT double track project;

$1,000,000 for the Boston Urban Ring project;

$36,000,000 for the South Boston piers transitway;

$6,000,000 for the Canton-Akron-Cleveland commuter rail project;

$5,000,000 for the Charlotte, North Carolina, north-south corridor transitway project;

$35,000,000 for the Chicago METRA commuter rail projects;

$15,000,000 for the Chicago Transit Authority Ravenswood and Douglas branch reconstruction projects;

$3,000,000 for the Cleveland Euclid corridor improvement project;

$2,000,000 for the Colorado Roaring Fork Valley project;

$70,000,000 for the Dallas north central light rail extension project;

$3,000,000 for the Denver Southeast corridor project;

$20,200,000 for the Denver Southwest corridor project;

$50,000,000 for the Dulles corridor project;

$20,000,000 for the Fort Lauderdale, Florida Tri-County commuter rail project;

$500,000 for the Harrisburg-Lancaster capital area transit corridor 1 commuter rail project;

$1,000,000 for the Hollister/Gilroy branch line rail extension project;

$5,000,000 for the Houston advanced transit program;

$10,750,000 for the Houston regional bus project;

$2,000,000 for the Indianapolis, Indiana Northeast Downtown corridor project;

$1,000,000 for the Johnson County, Kansas, I–35 commuter rail project;

$2,000,000 for the Kenosha-Racine-Milwaukee rail extension project;

$2,000,000 for the Little Rock, Arkansas river rail project;

$10,000,000 for the Long Island Railroad East Side access project;

$4,000,000 for the Los Angeles Mid-City and East Side corridors projects;

$50,000,000 for the Los Angeles North Hollywood extension project;

$3,000,000 for the Los Angeles-San Diego LOSSAN corridor project;

$1,000,000 for the Lowell, Massachusetts-Nashua, New Hampshire commuter rail project;

$1,000,000 for the Massachusetts North Shore corridor project;

$4,000,000 for the Memphis, Tennessee, Medical Center rail extension project;

$6,000,000 for the Nashville, Tennessee, regional commuter rail project;

$121,000,000 for the New Jersey Hudson Bergen project;

$4,000,000 for the Newark-Elizabeth rail link project;

$2,000,000 for the Northern Indiana south shore commuter rail project;

$10,000,000 for the Oceanside-Escondido, California light rail system;

$10,000,000 for temporary and permanent Olympic transportation infrastructure investments: *Provided*, That these funds shall be allocated by the Secretary based on the approved transportation management plan for the Salt Lake City 2002 Winter Olympic Games: *Provided further*, That none of these funds shall be available for rail extensions;

$3,000,000 for the Orange County, California, transitway project;

$5,000,000 for the Philadelphia-Reading SETPA Schuylkill Valley and Cross County metro projects;

$13,000,000 for the Phoenix metropolitan area transit project;

$5,000,000 for the Pittsburgh North Shore-central business district corridor project;

$5,000,000 for the Pittsburgh stage II light rail project;

$5,000,000 for the Portland interstate MAX light rail transit extension project;

$8,500,000 for the Puget Sound RTA Sounder commuter rail project;

$10,000,000 for the Raleigh-Durham-Chapel Hill Triangle transit project;

$35,200,000 for the Sacramento, California, south corridor LRT project;

$2,000,000 for the San Bernardino, California Metrolink project;

$45,000,000 for the San Diego Mission Valley East light rail project;

$80,000,000 for the San Francisco BART extension to the airport project;

$12,250,000 for the San Jose Tasman West light rail project;

$100,000,000 for the San Juan Tren Urbano project;

$30,000,000 for the Seattle, Washington, central link light rail transit project;

$7,000,000 for the Spokane, Washington, South Valley corridor light rail project;

$2,000,000 for the St. Louis, Missouri, MetroLink cross county connector project;

$60,000,000 for the St. Louis-St. Clair MetroLink extension project;

$8,000,000 for the Stamford, Connecticut fixed guideway corridor;

$3,000,000 for the Stockton, California Altamont commuter rail project;

$5,000,000 for the Twin Cities Transitways projects;

$55,000,000 for the Twin Cities Transitways—Hiawatha corridor project;

$3,000,000 for the Virginia Railway Express commuter rail project;

$2,000,000 for the Washington Metro-Blue Line extension-Addison Road (Largo) project;

$4,000,000 for the West Trenton, New Jersey, rail project;

$5,000,000 for the Whitehall ferry terminal project; and

$1,000,000 for the Wilsonville to Washington County, Oregon commuter rail project: *Provided further*, That funds made available for the Miami-Dade Transit east-west multimodal corridor project under Public Laws 105–277 and 106–69 and funds made available for Miami Metro-Dade North 27th Avenue corridor project under Public Law 105–277 shall be available for the Miami-Dade busway project.

DISCRETIONARY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of previous obligations incurred in carrying out 49 U.S.C. 5338(b), $350,000,000, to remain available until expended and to be derived from the Mass Transit Account of the Highway Trust Fund.

JOB ACCESS AND REVERSE COMMUTE GRANTS

For necessary expenses to carry out section 3037 of the Federal Transit Act of 1998, $20,000,000 to remain available until expended: *Provided*, That no more than $100,000,000 of budget authority shall be available for these purposes.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to the Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year.

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

For necessary expenses for operations and maintenance of those portions of the Saint Lawrence Seaway operated and maintained by the Saint Lawrence Seaway Development Corporation, $13,004,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99–662.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RESEARCH AND SPECIAL PROGRAMS

For expenses necessary to discharge the functions of the Research and Special Programs Administration, $36,452,000, of which $645,000 shall be derived from the Pipeline Safety Fund, and of which $4,707,000 shall remain available until September 30, 2003: *Provided*, That up to $1,200,000 in fees collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting receipts: *Provided further*, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

For expenses necessary to conduct the functions of the pipeline safety program, for grants-in-aid to carry out a pipeline safety program, as authorized by 49 U.S.C. 60107, and to discharge the pipeline program responsibilities of the Oil Pollution Act of 1990, $40,137,000, of which $4,263,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, 2003; and $35,874,000 shall be derived from the Pipeline Safety Fund, of which $20,713,000 shall remain available until September 30, 2003; *Provided*, That in addition to amounts made available for the Pipeline Safety Fund, $2,500,000 shall be derived from amounts previously collected under 49 U.S.C. 60301: *Provided further*, That amounts previously collected under 49 U.S.C. 60301 shall be available for damage prevention grants.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

For necessary expenses to carry out 49 U.S.C. 5127(c), $200,000, to be derived from the Emergency Preparedness Fund, to remain available until September 30, 2003: *Provided*, That none of the funds made available by 49 U.S.C. 5116(i) and 5127(d) shall be made available for obligation by individuals other than the Secretary of Transportation, or his designee.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

For necessary expenses of the Office of Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, $48,050,000: *Provided*, That the Inspector General shall have all necessary authority, in carrying out the duties specified in the Inspector General Act, as amended (5 U.S.C. App. 3) to investigate allegations of fraud, including false statements to the government (18 U.S.C. 1001), by any person or entity that is subject to regulation by the Department: *Provided further*, That the funds made available under this heading shall be used to investigate, pursuant to section 41712 of title 49, United States Code: (1) unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents; and (2) the compliance of domestic and foreign air carriers with respect to item (1) of this proviso.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, $17,954,000: *Provided*, That notwithstanding any other provision of law, not to exceed $900,000 from fees established by the Chairman of the Surface Transportation Board shall be credited to this appropriation as offsetting collections and used for necessary and authorized expenses under this heading: *Provided further*, That the sum herein appropriated from the general fund shall be reduced on a dollar-for-dollar basis as such offsetting collections are received during fiscal year 2001, to result in a final appropriation from the general fund estimated at no more than $17,054,000.

TITLE II

RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

For expenses necessary for the Architectural and Transportation Barriers Compliance Board, as authorized by section 502 of the Rehabilitation Act of 1973, as amended, $4,795,000: *Provided*, That, notwithstanding any other provision of law, there may be credited to this appropriation funds received for publications and training expenses.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

For necessary expenses of the National Transportation Safety Board, including hire of passenger motor vehicles and aircraft; services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for a GS–15; uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901–5902) $62,942,000, of which not to exceed $2,000 may be used for official reception and representation expenses.

Mr. WOLF (during the reading). Mr. Chairman, I ask unanimous consent that the bill through page 39, line 13 be considered as read, printed in the RECORD, and open to amendment at any point.

The CHAIRMAN. Is there objection to the request of the gentleman from Virginia?

There was no objection.

□ 0945

POINT OF ORDER

The CHAIRMAN. Are there any points of order against this portion?

Mr. SHUSTER. Mr. Chairman, I make the point of order against the proviso on page 13, line 24, through page 14, line 3, on the grounds that it is legislation on an appropriations bill and in violation of clause 2 of rule XXI.

The CHAIRMAN. Does any other Member wish to be heard on the point of order?

Mr. WOLF. Mr. Chairman, yes, we would ask that the point of order would not be granted.

We would make the same argument on this one as we did the previous one.

The CHAIRMAN. Does the gentleman from Pennsylvania wish to be heard?

Mr. SHUSTER. Mr. Chairman, I believe clearly a point of order could be made against this, as with the first item we discussed a few moments ago.

In substance, I agree with the gentleman from Virginia, and therefore, I withdraw my point of order.

The CHAIRMAN. The point of order is withdrawn.

Are there further points of order?

POINT OF ORDER

Mr. SHUSTER. Mr. Chairman, I rise on a point of order against the proviso on page 14, lines 3 through 8, on the grounds that it is legislation on an appropriation bill and in violation of clause 2 of rule XXI.

The CHAIRMAN. Does any Member wish to speak against the point of order?

Mr. WOLF. Mr. Chairman, we concede the point of order.

The CHAIRMAN. The point of order is conceded and is sustained.

POINT OF ORDER

Mr. SHUSTER. Mr. Chairman, I rise to a point of order against the phrase ''notwithstanding any other provision of law'' on page 20, line 18, on the grounds that it is legislation on an appropriations bill, in violation of clause 2 of rule XXI.

The CHAIRMAN. Does any Member wish to speak to the point of order?

Mr. WOLF. Mr. Chairman, we would not want to put any legislation on, so we would concede that.

The CHAIRMAN. The point of order is conceded and sustained.

POINT OF ORDER

Mr. SHUSTER. Mr. Chairman, I rise on a point of order against the phrase ''notwithstanding any other provision of law'' on page 26, line 15, on the ground that it is legislation on an appropriations bill and in violation of clause 2 of rule XXI.

Mr. WOLF. Mr. Chairman, we concede that.

The CHAIRMAN. The gentleman from Virginia (Mr. WOLF) concedes and the point of order is sustained.

POINT OF ORDER

Mr. SHUSTER. Mr. Chairman, I rise on a point of order against the phrase ''notwithstanding any other provision of law'' on page 27, line 15 through 16, on the ground that it is legislation on an appropriations bill and in violation of clause 2 of rule XXI.

The CHAIRMAN. The gentleman from Virginia (Mr. WOLF).

Mr. WOLF. Mr. Chairman, we concede the point of order.

The CHAIRMAN. The point of order is conceded and sustained.

POINT OF ORDER

Mr. SHUSTER. Mr. Chairman, I rise on a point of order against the phrase ''notwithstanding any other provision of law'' on page 33, line 24, on the grounds that it is legislation on an appropriations bill and in violation of clause 2 of rule XXI.

The CHAIRMAN. The gentleman from Virginia (Mr. WOLF).

Mr. WOLF. We concede, Mr. Chairman.

The CHAIRMAN. The point of order is conceded and sustained.

POINT OF ORDER

Mr. SHUSTER. Mr. Chairman, I rise on a point of order against the provisions on page 36, line 15 through 20, on the grounds that it is legislation on an appropriations bill, in violation of clause 2 of rule XXI.

The CHAIRMAN. Does the gentleman from Virginia (Mr. WOLF) wish to speak to the point of order?

Mr. WOLF. Mr. Chairman, we concede.

The CHAIRMAN. The point of order is conceded and sustained.

Mr. WOLF. Mr. Chairman, I ask unanimous consent that the remainder of the bill through page 51 line 12 be considered as read, printed in the RECORD and open to amendment at any point.

The CHAIRMAN. Is there objection to the request of the gentleman from Virginia?

There was no objection.

The text of the remainder of the bill from page 39, line 14, through page 51, line 12, is as follows:

TITLE III—GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

SEC. 301. During the current fiscal year applicable appropriations to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; purchase of liability insurance for motor vehicles operating in foreign countries on official department business; and uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901–5902).

SEC. 302. Such sums as may be necessary for fiscal year 2001 pay raises for programs funded in this Act shall be absorbed within the levels appropriated in this Act or previous appropriations Acts.

SEC. 303. Funds appropriated under this Act for expenditures by the Federal Aviation Administration shall be available: (1) except as otherwise authorized by title VIII of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7701 et seq.), for expenses of primary and secondary schooling for dependents of Federal Aviation Administration personnel stationed outside the continental United States at costs for any given area not in excess of those of the Department of Defense for the same area, when it is determined by the Secretary that the schools, if any, available in the locality are unable to provide adequately for the education of such dependents; and (2) for transportation of said dependents between schools serving the area that they attend and their places of residence when the Secretary, under such regulations as may be prescribed, determines that such schools are not accessible by public means of transportation on a regular basis.

SEC. 304. Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for an Executive Level IV.

SEC. 305. None of the funds in this Act shall be available for salaries and expenses of more than 104 political and Presidential appointees in the Department of Transportation: *Provided*, That none of the personnel covered by this provision or political and Presidential appointees in an independent agency funded in this Act may be assigned on temporary detail outside the Department of Transportation or such independent agency.

SEC. 306. None of the funds in this Act shall be used for the planning or execution of any program to pay the expenses of, or otherwise compensate, non-Federal parties intervening in regulatory or adjudicatory proceedings funded in this Act.

SEC. 307. None of the funds appropriated in this Act shall remain available for obligation beyond the current fiscal year, nor may any be transferred to other appropriations, unless expressly so provided herein.

SEC. 308. The expenditure of any appropriation under this Act for any consulting service through procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.

SEC. 309. The limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under 49 U.S.C. 5338, previously made available for obligation, or to any other authority previously made available for obligation.

SEC. 310. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

SEC. 311. None of the funds in this Act shall be available to plan, finalize, or implement regulations that would establish a vessel traffic safety fairway less than five miles wide between the Santa Barbara Traffic Separation Scheme and the San Francisco Traffic Separation Scheme.

SEC. 312. Notwithstanding any other provision of law, airports may transfer, without consideration, to the Federal Aviation Administration (FAA) instrument landing systems (along with associated approach lighting equipment and runway visual range equipment) which conform to FAA design and performance specifications, the purchase of which was assisted by a Federal airport-aid program, airport development aid program or airport improvement program grant.

The Federal Aviation Administration shall accept such equipment, which shall thereafter be operated and maintained by FAA in accordance with agency criteria.

SEC. 313. None of the funds in this Act shall be available to award a multiyear contract for production end items that: (1) includes economic order quantity or long lead time material procurement in excess of $10,000,000 in any 1 year of the contract; (2) includes a cancellation charge greater than $10,000,000 which at the time of obligation has not been appropriated to the limits of the Government's liability; or (3) includes a requirement that permits performance under the contract during the second and subsequent years of the contract without conditioning such performance upon the appropriation of funds: *Provided*, That this limitation does not apply to a contract in which the Federal Government incurs no financial liability from not buying additional systems, subsystems, or components beyond the basic contract requirements.

SEC. 314. Notwithstanding any other provision of law, and except for fixed guideway modernization projects, funds made available by this Act under ''Federal Transit Administration, Capital investment grants'' for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, 2003, and other recoveries, shall be made available for other projects under 49 U.S.C. 5309.

SEC. 315. Notwithstanding any other provision of law, any funds appropriated before October 1, 2000, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure may be transferred to and administered under the most recent appropriation heading for any such section.

SEC. 316. None of the funds in this Act may be used to compensate in excess of 320 technical staff-years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development during fiscal year 2001.

SEC. 317. Funds received by the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited respectively to the Federal Highway Administration's ''Federal-Aid Highways'' account, the Federal Transit Administration's ''Transit Planning and Research'' account, and to the Federal Railroad Administration's ''Safety and Operations'' account, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

SEC. 318. None of the funds in this Act shall be available to prepare, propose, or promulgate any regulations pursuant to title V of the Motor Vehicle Information and Cost Savings Act (49 U.S.C. 32901 et seq.) prescribing corporate average fuel economy standards for automobiles, as defined in such title, in any model year that differs from standards promulgated for such automobiles prior to the enactment of this section.

SEC. 319. Notwithstanding 31 U.S.C. 3302, funds received by the Bureau of Transportation Statistics from the sale of data products, for necessary expenses incurred pursuant to 49 U.S.C. 111 may be credited to the Federal-aid highways account for the purpose of reimbursing the Bureau for such expenses: *Provided*, That such funds shall be subject to the obligation limitation for Federal-aid highways and highway safety construction.

SEC. 320. None of the funds in this Act may be obligated or expended for employee training which: (a) does not meet identified needs for knowledge, skills and abilities bearing directly upon the performance of official duties; (b) contains elements likely to induce high levels of emotional response or psychological stress in some participants; (c) does not require prior employee notification of the content and methods to be used in the training and written end of course evaluations; (d) contains any methods or content associated with religious or quasi-religious belief systems or ''new age'' belief systems as defined in Equal Employment Opportunity Commission Notice N–915.022, dated September 2, 1988; (e) is offensive to, or designed to change, participants' personal values or lifestyle outside the workplace; or (f) includes content related to human immunodeficiency virus/acquired immune deficiency syndrome (HIV/AIDS) other than that necessary to make employees more aware of the medical ramifications of HIV/AIDS and the workplace rights of HIV-positive employees.

SEC. 321. None of the funds in this Act shall, in the absence of express authorization by Congress, be used directly or indirectly to pay for any personal service, advertisement, telegraph, telephone, letter, printed or written material, radio, television, video presentation, electronic communications, or other device, intended or designed to influence in any manner a Member of Congress or of a State legislature to favor or oppose by vote or otherwise, any legislation or appropriation by Congress or a State legislature after the introduction of any bill or resolution in Congress proposing such legislation or appropriation, or after the introduction of any bill or resolution in a State legislature proposing such legislation or appropriation: *Provided*, That this shall not prevent officers or employees of the Department of Transportation or related agencies funded in this Act from communicating to Members of Congress or to Congress, on the request of any Member, or to members of State legislature, or to a State legislature, through the proper official channels, requests for legislation or appropriations which they deem necessary for the efficient conduct of business.

SEC. 322. (a) IN GENERAL.—None of the funds made available in this Act may be expended by an entity unless the entity agrees that in expending the funds the entity will comply with the Buy American Act (41 U.S.C. 10a–10c).

(b) SENSE OF THE CONGRESS; REQUIREMENT REGARDING NOTICE.—

(1) PURCHASE OF AMERICAN-MADE EQUIPMENT AND PRODUCTS.—In the case of any equipment or product that may be authorized to be purchased with financial assistance provided using funds made available in this Act, it is the sense of the Congress that entities receiving the assistance should, in expending the assistance, purchase only American-made equipment and products to the greatest extent practicable.

(2) NOTICE TO RECIPIENTS OF ASSISTANCE.—In providing financial assistance using funds made available in this Act, the head of each Federal agency shall provide to each recipient of the assistance a notice describing the statement made in paragraph (1) by the Congress.

(c) PROHIBITION OF CONTRACTS WITH PERSONS FALSELY LABELING PRODUCTS AS MADE IN AMERICA.—If it has been finally determined by a court or Federal agency that any person intentionally affixed a label bearing a ''Made in America'' inscription, or any inscription with the same meaning, to any product sold in or shipped to the United States that is not made in the United States, the person shall be ineligible to receive any contract or subcontract made with funds made available in this Act, pursuant to the debarment, suspension, and ineligibility procedures described in sections 9.400 through 9.409 of title 48, Code of Federal Regulations.

SEC. 323. Funds provided in this Act for the Transportation Administrative Service Center (TASC) shall be reduced by $4,000,000, which limits fiscal year 2001 TASC obligational authority for elements of the Department of Transportation funded in this Act to no more than $115,387,000: *Provided*, That such reductions from the budget request shall be allocated by the Department of Transportation to each appropriations account in proportion to the amount included in each account for the Transportation Administrative Service Center.

SEC. 324. Rebates, refunds, incentive payments, minor fees and other funds received by the Department from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department and allocated to elements of the Department using fair and equitable criteria and such funds shall be available until December 31, 2001.

SEC. 325. Notwithstanding any other provision of law, rule or regulation, the Secretary of Transportation is authorized to allow the issuer of any preferred stock heretofore sold to the Department to redeem or repurchase such stock upon the payment to the Department of an amount determined by the Secretary.

SEC. 326. For necessary expenses of the Amtrak Reform Council authorized under section 203 of Public Law 105–134, $980,000, to remain available until September 30, 2002: *Provided*, That the duties of the Amtrak Reform Council described in section 203(g)(1) of Public Law 105–134 shall include the identification of Amtrak routes which are candidates for closure or realignment, based on performance rankings developed by Amtrak which incorporate information on each route's fully allocated costs and ridership on core intercity passenger service, and which assume, for purposes of closure or realignment candidate identification, that Federal subsidies for Amtrak will decline over the 4-year period from fiscal year 1999 to fiscal year 2002: *Provided further*, That these closure or realignment recommendations shall be included in the Amtrak Reform Council's annual report to the Congress required by section 203(h) of Public Law 105–134.

SEC. 327. The Secretary of Transportation is authorized to transfer funds appropriated for any office of the Office of the Secretary to any other office of the Office of the Secretary: *Provided*, That no appropriation shall be increased or decreased by more than 12 percent by all such transfers: *Provided further*, That any such transfer shall be submitted for approval to the House and Senate Committees on Appropriations.

SEC. 328. None of the funds in this Act shall be available for activities under the Aircraft Purchase Loan Guarantee Program during fiscal year 2001.

SEC. 329. None of the funds in this Act may be used to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than three full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling

$1,000,000 or more is announced by the department or its modal administrations from: (1) any discretionary grant program of the Federal Highway Administration other than the emergency relief program; (2) the airport improvement program of the Federal Aviation Administrtion; or (3) any program of the Federal Transit Administration other than the formula grants and fixed guideway modernization programs: *Provided*, That no notification shall involve funds that are not available for obligation.

SEC. 330. Section 232 of the Miscellaneous Appropriations Act, 2000, as enacted by section 1000(a)(5) of the Consolidated Appropriations Act, 2000, is repealed.

SEC. 331. None of the funds in this Act shall be available for planning, design, or construction of a light rail system in Houston, Texas.

SEC. 332. Section 3038(e) of Public Law 105–178 is amended by striking ''50'' and inserting ''90''.

The CHAIRMAN. Are there points of order or amendments to that portion of the bill?

Mr. SHUSTER. Mr. Chairman, I have a point of order against section 333 beginning on line 13, p. 51.

The CHAIRMAN. The Clerk must first read that section. That Clerk will read.

The Clerk read as follows:

SEC. 333. Notwithstanding any other provision of law, for fiscal year 2001, funds apportioned under section 104(b)(3) of title 23 which are applied to projects involving the elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings, the reconstruction of existing railroad grade crossing structures, and the relocation of highways to eliminate grade crossings, may have a federal share up to 100 percent of the cost of construction.

The CHAIRMAN. Does the gentleman from Pennsylvania (Mr. SHUSTER) make a point of order against that section?

POINT OF ORDER

Mr. SHUSTER. Mr. Chairman, I rise to a point of order against section 333 on page 51, lines 13 through 21, on the ground that it is legislation on an appropriations bill, in violation of clause 2 of rule XXI.

The CHAIRMAN. The Chair recognizes the gentleman from Virginia (Mr. WOLF) on the point of order.

Mr. WOLF. Mr. Chairman, I contest the point of order. Mr. Chairman, I am very disappointed that the chairman of the authorizing committee has raised a point of order against section 333 of this bill. This provision deletes the non-Federal match for the section 130 grade crossing programs.

In 1999, the unobligated national balance, which was a disgrace, totaled $142 million. That means there was $142 million just lying out there for States to use for rail crossings to save lives.

Many States have had difficulty expanding the section 130 funds, and as a result, some States have a few years of unobligated balances that should be used to eliminate grade crossing hazards.

For example, Mr. Chairman, the State of Georgia has $9,630,879 in unobligated balances, and the State of North Carolina has $7,451,146 in unobligated balances.

Deleting the non-Federal match would permit States to reduce those unobligated balances and eliminate a greater number of grade crossing hazards than previously planned, and improve safety for American families.

In fact, it is in some of the rural areas, in the gentleman's area out in Nebraska, for $100,000 we could literally make the rural crossing safe. In some of the rural areas, the legislatures think in terms of the urban areas and forget some of these areas.

The committee has received letters of support for this provision. The common theme contained in these letters is because State funds compete for a variety of highway uses, many of which have no local or State match requirement, highway planners fail to allocate funding to eliminate grade crossing hazards. This failure is occurring as a record amount of freight is being moved by rail and highway traffic is growing, creating an increasingly dangerous situation.

Each year there are about 3,500 collisions at grade crossings with nearly 1,500 injuries and 500 deaths, sometimes school buses and different things like that, where a lot of people are traveling in the buses. The tragic accident earlier this year along the Tennessee-Georgia border that killed a number of schoolchildren, and the accident last year in Illinois that killed 11 Amtrak riders certainly demonstrates that more needs to be done to upgrade safety at grade crossings.

Mr. Chairman, I note that the chairman of the authorizing committee insists on a point of order. I would hope he would not do this. I think by allowing this thing to stay in the bill, and I am disappointed that the Committee on Rules did not actually protect this, we would actually save a lot of lives.

Mr. Chairman, I would concede the point of order, but I would appeal to the gentleman, who I know has a strong interest in safety, and I want to commend him for the efforts last year on the Motor Carrier Safety Administration, that we could have a one-time flushing out whereby this money could be used for particularly poor areas, rural areas, for $100,000 a pop, where we could take care of the problem, where we would not have some of these accidents. We could save a lot of lives.

Mr. Chairman, I would concede it. The gentleman has every right, but I appeal to the gentleman as a former resident of the State of Pennsylvania and a graduate of Penn State, that he would allow us to move ahead with this.

Mr. SHUSTER. Mr. Chairman, I would like to be heard on the point of order.

The CHAIRMAN. The Chair recognizes the gentleman from Pennsylvania (Mr. SHUSTER).

Mr. SHUSTER. Mr. Chairman, we are very sensitive to this issue. That is why we increased the Federal share in this program from 80 percent to 90 percent. But we do believe that there is a State interest here. The Federal government does not have all the responsibility, even though we have increased the responsibility from 80 percent to 90 percent.

Beyond that, in TEA–21, we increased the funds for safety by 44 percent. It is the States which are making the decisions as to where they get the most bang for the buck in safety.

Mr. Chairman, there are over 40,000 people killed on our highways every year. We think it is quite appropriate for the States to decide whether they want to put their money. In terms of the efficiency of saving lives, the bang for the buck in saving lives, it is very clear that lighting, straightening curves, guard rails, do provide more bang for the buck.

Nevertheless, we recognize this problem as one of many problems, and that is why we have increased it from 80 percent to 90 percent. I insist upon my point of order.

Mr. WOLF. Mr. Chairman, if I may speak further on the point of order, what we were trying to do, I would tell the chairman, is just have a 1-year period to flush it out. I commend the gentleman for all these safety things, but I think for 1 year, I would ask him for that.

Mr. SHUSTER. Mr. Chairman, I thank the gentleman, and I insist upon my point of order.

The Chairman. The point of order is conceded and is sustained. The section is stricken.

The CHAIRMAN. The Clerk will read.

The Clerk read as follows:

SEC. 334. Notwithstanding any other provision of law, for fiscal year 2001, funds made available under section 110 of title 23, United States Code—

(1) for the congestion mitigation and air quality improvement program, may be used for capital costs for vehicles and facilities, whether publicly owned or privately owned, in accordance with section 149(e), that are used to provide intercity passenger service by rail (including vehicles and facilities that are used to provide transportation systems using magnetic levitation), if the project or program will contribute to attainment or maintenance of a national ambient air quality standard within a nonattainment or maintenance areas, and

(2) for the surface transportation program, may be used for capital costs for vehicles and facilities, whether publicly owned or privately owned, that are used to provide intercity passenger service by rail (including vehicles and facilities that are used to provide transportation systems using magnetic levitation).

POINT OF ORDER

Mr. SHUSTER. Mr. Chairman, I rise on a point of order against section 334

on page 51, line 22, through page 52, line 18.

Mr. Chairman, I rise on a point of order against this section on the grounds that it is legislation on an appropriations bill and in violation of clause 2 of rule XXI.

The CHAIRMAN. The point of order is made. Does any Member wish to be heard on the point of order?

Mr. WOLF. Mr. Chairman, I concede the point of order.

The CHAIRMAN. The point of order is conceded and sustained.

PARLIAMENTARY INQUIRY

Mr. SABO. Parliamentary inquiry, Mr. Chairman.

The CHAIRMAN. The gentleman from Minnesota (Mr. SABO) will state his parliamentary inquiry.

Mr. SABO. Mr. Chairman, I am not sure where we are in the bill right now. We moved ahead by unanimous consent. I thought we were moving forward simply for points of order.

The CHAIRMAN. The committee has been moving forward for points of order and for amendments.

Mr. SABO. In that case, Mr. Chairman, I would ask unanimous consent that we revert for a potential amendment back to section 331.

The CHAIRMAN. Is there objection to the request of the gentleman from Minnesota?

Mr. WOLF. Reserving the right to object, Mr. Chairman, I would ask, what would this basically mean, that the gentlewoman from Texas (Ms. JACKSON LEE) would have an opportunity to speak on the amendment?

Mr. SABO. To offer her amendment, Mr. Chairman.

Mr. WOLF. Mr. Chairman, I withdraw my reservation of objection. We will permit the gentlewoman to go back and offer her amendment.

The CHAIRMAN. Without objection, the gentlewoman from Texas (Ms. JACKSON-LEE) may offer her amendment.

There was no objection.

AMENDMENT OFFERED BY MS. JACKSON-LEE OF TEXAS

Ms. JACKSON-LEE of Texas. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Ms. JACKSON-LEE of Texas:

Page 51, strike lines 8 through 10 (section 331). Redesignate subsequent sections of the bill accordingly.

Ms. JACKSON-LEE of Texas. Mr. Chairman, this is an amendment offered by myself and the gentleman from Texas (Mr. BENTSEN), and I believe that eventually and we hope that eventually this will see the beginning of a resolution that really deals with community-based efforts.

Mr. Chairman, I rise this morning to strike the language that limits the use of funding, of Federal transportation dollars for the planning, design, or construction of a light rail system in Houston, Texas.

Mr. Chairman, this is an effort to speak on this floor and to ask for collaborative support on community-based efforts dealing with the great needs of regional mobility in an area that is working to comply with clean air requirements.

As a representative of the area that would see the benefits of this light rail project, and as a representative from Houston that would see the larger benefits, I want this floor to know that this is a collective and collaborative effort.

Houston Metro simply wants to transfer $65 million in Federal funds earmarked for construction of a light rail project in my home city of Houston. The rest of the monies would come from other local sources. What better collaborative Federal-local government collaboration than to see the matching funds, the effort that the community is making.

The light rail project, Mr. Chairman, has been vetted extensively in our community. It has been vetted by the Metro board, the city council, the mayor of Houston, who is, of course, a supporter.

I have received support from the local surrounding congressional Members, the gentlemen from Texas, Mr. GREEN, Mr. LAMPSON, Mr. DOGGETT, and Mr. TURNER; the mayor of the city of Houston, the county judge of the city of Houston, the Houston Partnership, the Medical Center, the Astrodome area, of which this connector would connect.

If we just envision a straight line going through a myriad of areas in a city, some high, some low, this light rail connector is in fact a dream effort to ensure a working laboratory to give further data and insight into the idea of regional mobility.

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It connects the large Astrodome, where the Republican National Convention was held, along through some depressed areas, along through our museum area, the Rice University, Main Street, as most of our towns have their Main Street, which have fallen upon hard times, then into our vibrant downtown area, and connecting the University of Houston Downtown that serves a high population of Hispanics and African Americans.

This light rail is a win/win circumstance. It is a system that has been frugal in its analysis. No comment or criticism has come from the Department of Transportation that this is not a good system. No criticism has come that they are overrun with the new executive director and CEO of the Metro, Shirley Delibero, we brought in a very fine rail professional.

We know for sure that this rail system will help to generate feeder lines if the community so desires in parts west, north, south and east, reaching to all parts of this Metroplex.

Mr. Chairman, as we have seen the proposal of the light rail, we have seen a light come into the area. We have seen the beginning of a 27-story high-rise office building. We have seen the work of Trammell Crow residential, which is evaluating from 250 unit multiservice or multifamily housing complex in midtown Houston. We have seen Camden Development complete a 337-unit apartment project in midtown, and McCord Development, which has two high-rise office redevelopment projects underway.

Frankly, Mr. Chairman, what I am hoping that as we evidence to this body, both Democrats and Republicans alike, although this does not rise to the level of a point of order, it is a limitation. We ask that this body give respect and credence to a collective group of individuals who have sought only to see a return on their tax dollars and to match the work that has gone on in Washington, D.C. that has moved people from place to place; Seattle, Washington, our sister city; Dallas, Texas, and many other parts of this Nation that have had rail and have seen the pollution come down and people being moved efficiently.

This city is seeking to have their Olympics in 2012, and I know by saying that I might rise the ire of some of the other competing cities, but we are working very hard to bring that Olympics to the United States, of course, and certainly to Texas and certainly to Houston. This is a real key component to doing that, an economic engine.

And I do believe that those who may find fault with what has happened in the past in 1991 will come to the realization that they can find no fault in what is going on right now.

There have been meetings and hearings, and there are stakeholders and people are concerned. I would ask my colleagues to consider this as we proceed. I would have liked to see this amendment come to the end. I intend, at the conclusion, of the debate to withdraw this amendment, because I am hoping that we can enter into an abbreviated colloquy to say that we will work together.

I see the gentleman from Texas (Mr. DELAY) on the floor of the House. I want to work with him, but I do want us, as a community, to be able to move into the 21st century. I look forward to my colleagues working with me and the gentleman from Texas (Mr. BENTSEN) on this very important issue.

Mr. Speaker, I rise with my colleague Mr. BENTSEN to offer an amendment to section 331 of this bill, H.R. 4475 that would only prevent funding for the planning, design, or construction of a community supported light rail system in Houston, Texas.

As a representative for the 18th Congressional District in Houston, I fully support the transit funding that was appropriated for Houston and approved by the Department of Transportation for the light rail project.

The Houston METRO was to transfer $65 million in federal funds earmarked for construction of a light rail project in my home city of Houston. The rest of the $235 million needed would come from local funds slated to build Park and Ride centers and other projects.

Mr. Speaker, the light rail project is supported by the Houston METRO, the surrounding congressional districts of Congressmen BENTSEN who is a cosponsor of this amendment, GENE GREEN, LAMPSON, DOGGETT and TURNER, the business community, the Mayor of Houston, Lee P. Brown and the Harris County presiding elected official Judge Robert Eckels.

This light rail project is a Win-Win situation for everyone in Houston as well as the millions of people who visit every year in that it would attract and focus new development and an economic boom around the station areas and to the economically depressed areas within the City of Houston and the 18th Congressional District which I represent.

In fact, an independent overview written by the Greater Houston Partnership which includes the Houston Chamber of Commerce, Houston Economic Development organization and Houston World Trade stated that the economic impact of the Light Rail Project in Houston would have an estimated incremental development over the 2001–2020 period ranging from 0 percent to 40 percent.

The light rail project would also reinvigorate retail sales in Downtown Houston as well as link the two principal employment centers of Houston which is made up of 200,000 employees.

Some of the local businesses that began to plan for the economic boom that the light rail project would bring are Century Development, which started plans to build a 27-story high rise office building with a 1,500 space parking garage and 50,000 square feet of retail space; Trammel Crow Residential, which is evaluating two 250–300 unit multi-family housing complex in midtown Houston; Camden Development, which recently completed a 337 unit apartment project in midtown; and McCord Development, which has two (2) high-rise office redevelopment projects underway totaling over $50 million in renovation fees.

These are only some of the redevelopment that is being implemented as a result of the light rail project in Houston which was to receive federal funding.

Houston has also been hit with major concerns about air quality and requirements for improving its air quality through better mobility plans. Therefore, the light rail project for Houston is of urgent need to the community. The Main Street light project is welcomed by the residents of Houston. Light rail will help alleviate Houston's traffic congestion problem and significantly reduce the number of motorists that presently pollute the air with exhaust.

The light rail project will play a pivotal role in regional transportation. Among other benefits, the light rail project will service all day transit demand, including peak hours.

It will relieve bus congestion in the urban core as buses from throughout the region currently converge on downtown. This project will offer a transportation choice to many area residents who will choose to leave their vehicles at home.

I will be absolutely opposed to any efforts in the appropriations committee that would hinder or prohibit the timely funding of this urgently needed project.

Mr. Speaker, I urge my colleagues to support this amendment.

Mr. WOLF. Mr. Chairman, I rise in opposition to the amendment offered by the gentleman from Texas (Ms. JACKSON-LEE). And before I comment, let me just say two things: I want to commend the gentleman from Texas (Mr. DELAY), the time had gone by and this amendment would have been ruled out of order, and the gentleman could have blocked it and he did not.

Secondly, having been on the Committee on Transportation and Infrastructure for these many, many years, no one has done more with regard to mass transit in the Houston area than the gentleman from Texas (Mr. DELAY). In fact, years ago he asked me to go down to Houston and to look at it, and the rapid bus transit and the concept he has, has really been adopted by the FTA in many, many areas.

The gentleman from Texas (Mr. DELAY) has been the advocate and the champion every time we have begun going through this with regard to protecting and gaining the necessary funding from the Federal Transit Administration and the Federal Government with regard to funding for the Houston system.

The amendment strikes a prohibition in the bill that prohibits the planning, design and construction of light rail in Houston, Texas. This prohibition is necessary as proponents of light rail in Houston seek to alter an existing full funding grant agreement for a bus program.

They would like to replace bus elements with the light rail program, and the whole country is actually moving more towards the bus than the light rail. The committee cannot support the amendment of full funding grant agreements which seeks to replace the bus program with rail elements, particularly when the light rail project is still very early in the planning phase.

We cannot support the use of commitment authority for such projects so early in the design phase. This too has been the long-term policy of the Federal transmit administration. With that, we would strongly oppose the amendment.

Mr. BENTSEN. Mr. Chairman, I rise in support of the amendment offered this morning by the gentlewoman from Texas (Ms. JACKSON-LEE) and I am cosponsoring it.

Mr. Chairman, let me say at the outset that I have the greatest respect for the majority whip, and the gentleman from Texas (Mr. DELAY) is well within his rights as a Member of the Subcommittee on Transportation, but the gentleman is simply wrong in this amendment. And this issue has gone far beyond whether or not there will be a light rail project in Houston.

There will be a light rail project in Houston; I now am convinced of that. The issue today is not whether it will happen, the issue is whether the taxpayers in my district that I am honored to represent and the district of the gentlewoman from (Ms. JACKSON-LEE), where this project will run, will get to get any of their Federal money back to fund it, or whether they will have to fund it all out of local money.

Now, that would be all right, except for the fact when we look at the bill before us today, and there are hundreds of millions of dollars going to light rail projects all over the country, and they are not just projects in New York, in Los Angeles, in Chicago, but they are all over the map. They are in cities much smaller than the city of Houston, which is the fourth largest city, Atlanta; Dallas is receiving $70 million. Galveston has received money for a trolley line; Fort Worth is receiving money for a trolley line; Johnson County, Kansas, I am not even sure where that is; Little Rock, Arkansas; Lowell, Massachusetts; Pittsburgh Northshore Central Business District is receiving $10 million in this bill to study whether or not to set up a light rail project to run from a new football stadium to a baseball stadium through a business artery. That is equivalent to what the Houston Metro folks are trying to do.

It is more than just sports facilities. It is the main artery in the central part of downtown Houston that runs through the Texas Medical Center, which is the largest medical center in the world. There are 160,000 cars that move through that medical center complex everyday. And there is a huge congestion problem that is occurring there. If we do not build this rail project, we do nothing for that, because we cannot continue to build parking lots, and there is not enough room to build enough roads. So it is not a question, and I know the question from Sugar Land is very concerned about this, it is not a question of taking monies that might be built on roads in other parts of the greater Houston area and helping fund part of this light rail project, because if that were the case, we are already doing that with money that we are putting in Fort Worth or Dallas or Lowell, Massachusetts or Johnson County, Kansas.

This is a question of equity for the people of Houston. Now, my colleague, the gentlewoman from Houston, Texas (Ms. JACKSON-LEE) has already spoke about the community support for this project. This project is fully supported by the Metro board. It is supported by the Republican county judge. It is supported by the mayor who is a well-known Democrat. It is fully supported by the Greater Houston Partnership, which is the Chamber of Commerce for the City of Houston; certainly, not a left-leaning group in any sense of the word.

It is a project that has broad support. And I know that my colleague, and we have talked about this, has concerns about where this project leads and whether or not the citizens have a right to vote on it, but I would argue that I doubt of the multitude of light rail projects that are funded in this bill that many elections were held. And the fact is, this is something where we have broad-based community support. And this is something now, in talking with the folks at Metro in Houston, is going to happen.

And this is not, this is not what happened in Houston 10 years ago where there was division in the Metro board, there was division in the business community, there was division in the political community. This is where the City of Houston Metro area folks are unified in support of this project.

This language is going to stay in this bill today. This debate will be had another day, but inequity which will occur to the citizens of the greater Houston area will be in this bill, because we will be paying our tax dollars to fund other rail projects in other parts of the country.

Mr. WOLF. Mr. Chairman, will the gentleman yield?

Mr. BENTSEN. I yield to the gentleman from Virginia.

Mr. WOLF. Mr. Chairman, I say to the gentleman that is really unfair to say, though. Metro, your system in Houston, has received over $500 million, any one of those localities would gladly trade places. Some of them are getting mere pittances. And I have been there. The gentleman from Texas (Mr. DELAY) has been the advocate for this from the very, very beginning with regard to the money. So when there is mention of a place in Kansas that is getting a sum, that is really not fair. Houston is getting $500 million.

Mr. BENTSEN. Reclaiming my time, all we asked was for a reprogramming.

Mr. GREEN of Texas. Mr. Chairman, I move to strike the last word.

Mr. Chairman, I find myself in kind of a unique position on this issue, one, because 10 years ago, I was at the same place my colleague, the gentleman from Texas (Mr. DELAY) is in; I was a State senator, and Metro in Houston was proposing a heavy rail system that would take so many dollars into such a small geographic and community area for the service. And it would have meant that the rest of our area, including the Congressional district that I have now, and my State Senate district at that time, would not have had revenue for either expansion of the bus or even heavy, light rail or anything at that time.

And as the State senator, I introduced a bill opposing it, and along with some other colleagues from Houston of mine, who is currently still in the legislature, because we needed to get the attention of the local community, because they were not being responsive. And as my colleague, the gentleman from Texas (Mr. BENTSEN) said, it was not so much support for it as it was at least along a corridor that wanted it at that time. But I have watched the Houston Metro over the last 10 years, and with the help of my colleague, the gentleman from Texas (Mr. DELAY) to where they have literally the state-of-the-art bus system, the park-and-rides in the country. And it would not have been done for this last 10 years without the support of this Congress.

I also noticed over the last few years in watching these other cities, and granted, we cannot compare Houston to someone in Kansas or even Pittsburgh, because Houston is the 4th largest city in the country. And I say that all the time, because I think a lot of people think, well, wait a minute, why does Houston need this; the fourth largest city, New York, Chicago, LA, and then Houston.

If we look at the top 10 cities in the country, every one of them are looking at, planning, or having in place some type of rail system. And, again, if this were a heavy rail, I would oppose it, because I do not think that is possible in Houston. I do not think we can do that, it costs too much. But I think a light rail, particularly this proposal that serves a central business district, the University of Houston downtown that has grown in the last 10 years, to be such an educational facility, to serve the south part of the City of Houston around the Astrodome complex which is also in the district of the gentleman from Texas (Mr. BENTSEN); this is not in my district.

I represent still the north and east part of Houston. But I can see that this would be a benefit to the whole community; one, because we have clean air problems. We need to look at every alternative, more than just buses and rubber tires. We need to look at every alternative.

I have seen the success of Enron Field this year, the state-of-the-art baseball stadium, the number of people. I used to think Houstonians would not get out of their cars and take a bus, much less a train, because so many of us have so many cars. Some of them do not run, but we still have the cars.

I watched as people will take the park and rides down to a baseball game in the evenings and the growth in the park-and-rides for the central business district. And that is why I think just the reprogramming of this money is something important.

Now, I cannot fault my colleague from Sugar Land for what he is doing, because, and he knows, having been in the legislature, I oftentimes tried to provide guidance to my local elected officials, because this was tax money that we have to vote on here on this floor, and so I do not fault that. In fact, even though, the gentleman from Texas (Mr. DELAY), we probably only vote together about 20 percent of the time, believe me, the gentleman is a good friend for many years, a personal friend. I do not fault that.

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I just hope that the seven members of the Harris County delegation, all of us who share Harris County in the metro area, could sit down and say, okay, what can we do to make it work? I do not want to give them a blank check because I do not want that and I would oppose it. But I think on a short scale, and watching what our neighbor in Dallas has done with the light rail and the success they have had that started out as a very small line that it is actually going to serve more people in the Dallas County area, I think we can learn from that.

I have learned, in the last few years, Houstonians will get out of their cars and take a fixed guide rail to go somewhere. That is why, on a small scale, I think we can do this.

I know we are not going to vote on this today. My colleague is going to withdraw the amendment. But, hopefully the seven of us in Harris County can sit down and work this out so we can make sure that our air quality benefits, that we literally go into the next century and look at what we are doing with the redevelopment of the central business district and, also, even with the growth and, hopefully, with Houston's bid for the Olympics in 2012.

Mr. DELAY. Mr. Chairman, I move to strike the requisite number of words, and I rise in opposition to the amendment.

Mr. Chairman, I have to apologize to our colleagues that we are taking up the time of the House for something that should be settled in Houston, Texas. But I rise and feel the need to rise to explain what is going on here.

Mr. Chairman, I have been involved in mobility around Houston for 20 years. I have been involved in the regional mobility plan and in developing that plan in the 1980s that we are now finishing.

I am very proud of the fact that the city of Houston, as my colleague says, the fourth largest city in the country, just does not do things like everybody else does. We are a major city and a great city in this country because we do not just do it the same way. We are the city that built the Astrodome. We are the city that has a port that is off the shores of Texas and the second largest port in the Nation.

We are a city that does not say that they are not a great city unless they have rail. And the reason is, and I might point out to my colleagues, if they had been involved in all the rail systems as I have, and the chairman has for over 15 years, they would understand why L.A. is getting out of the

rail business, because it is a boondoggle and a black hole for a city that is spread out like L.A.

I might say that Houston has stepped outside of the box and developed a regional bus plan that is the model for major cities in America. This bill has over $20 million in it, finishing the last part of $500 million in building one of the best bus systems in the world. Because we did not grab ahold of the notion that, in order to be a great city, they have to have a rail system.

Every line that the gentleman from Texas (Mr. BENTSEN) talked about, every one of those lines, loses huge amounts of money and takes money away from mobility systems for those cities. But they do get to take a picture of a nice train and put it in their brochures, and it makes everybody feel good.

The problem here in this particular dispute is that the Houston Metro, following the design of many other cities, and the gentleman says no elections were held in those other cities, it is because the other cities did not pay attention to the voters in those cities and developed the same strategy that is going on here in Houston. They developed the strategy of starting a little starter line; and when it does not make money and becomes a huge hole for transit funds, they go to the people and say, we made this great investment, but it does not work only because we do not have this other line.

And when that does not work they say, well, we are just going to build another line. And then they wake up and develop what Dallas now has. Dallas now has a rail line, but now has surpassed Houston in congestion because Dallas is more concentrated on rail than they are for the mobility in Dallas.

I do not want to see that happen in Houston. It is my responsibility as a member of this committee to make sure that the full funding grant by the FTA, the $500 million, is finished.

What Houston Metro wanted to do is take money from the regional bus plan, from our regional mobility plan, and move it to a rail line that makes no sense whatsoever, transportation-wise.

My good colleague and friend the gentlewoman from Texas (Ms. JACKSON-LEE) says no criticism. There is all kinds of criticism, including Houston Metro's own study that says, this does not help mobility, this does not help transportation, and this does not help the environment.

This is an economic development project to build a signature main street in Houston, Texas, a very worthwhile project. But this is not a transit system. This will not carry anybody. This will not get anybody off our freeways. This will not get Bubba, I say to the gentleman from Texas (Mr. GREEN) out of his pickup and put him on a rail system. This is an economic development project.

My position is, if they are going to build a huge rail system in the Houston region, then the people of the Houston region ought to vote on it and decide whether they want a rail system or not, instead of doing the back doorway that was done in Dallas, that was done in Portland, that was done in Miami, that was done in many other cities that I described. There is no transit benefit here.

Mr. Chairman, major transportation decisions like the proposal to build this system in Houston should be decided by the whole community. As things stand today, Houstonians cannot make an informed decision because Metro does not have a comprehensive light rail system to take to the voters. The people of Houston cannot make an informed decision about what the role of this project would play in reducing congestion.

The CHAIRMAN pro tempore (Mr. UPTON). The time of the gentleman from Texas (Mr. DELAY) has expired.

(By unanimous consent, Mr. DELAY was allowed to proceed for 1 additional minute.)

Mr. DELAY. Mr. Chairman, that is why I took the action to suspend the diversion of Federal funds previously approved for in other transportation improvements to fund this light rail project.

As I said when I announced my opposition to this process, three things have to happen before the light rail goes anywhere. First, Houston must gather all the facts. They need to commission a regional congestion study that will identify the problems that are hampering mobility in the region today. Then Houston needs to develop a comprehensive regional mobility plan that provides solutions to our current problems. We are at the end of this full funding contract. It is time to redo a regional mobility plan.

Before taxpayers pay $300 million to develop light rail along the Main Street corridor, should they not have a comprehensive plan that shows how the light rail proposal would fit into the regional transportation plan? The mobility plan must also anticipate further transportation needs.

After all the facts are assembled, the taxpayers need to have a final say. Houston must be given a referendum on the decision to build the Main Street line.

The CHAIRMAN pro tempore. The time of the gentleman from Texas (Mr. DELAY) has again expired.

(By unanimous consent, Mr. DELAY was allowed to proceed for 1 additional minute.)

Mr. DELAY. Mr. Chairman, decisions like this ought to be decided by the voters, not through bureaucratic end fighting. The excuses that supporters have given just do not hold water.

In 1998, the city held a similar referendum under the same laws. What is disturbing about this whole process, Mr. Chairman, is the full and open discussion of the transportation needs and costs associated with this project. The people of Houston need to know not only what exactly it is they are getting on Main Street, but also what they have to give up elsewhere to get it.

Now, my fundamental reservation about this project remains. How would investing enormous amounts of their tax dollars in the light rail project for Main Street help my constituents, the constituents of the gentleman from Texas (Mr. GREEN), the constituents of the gentleman from Texas (Mr. ARCHER), the constituents of the gentlewoman from Texas (Ms. JACKSON-LEE) and all other Houstonians?

I believe Houstonians deserve all the information on this huge investment. Houstonian have a right to make the decision for themselves.

Mr. Chairman, I ask the Members to oppose this amendment.

Mr. SABO. Mr. Chairman, I move to strike the requisite number of words.

Mr. GILMAN. Mr. Chairman, will the gentleman yield?

Mr. SABO. I yield to the gentleman from New York.

Mr. GILMAN. Mr. Chairman, I thank the gentleman for yielding.

Mr. Chairman, I rise in support of what the gentleman from Virginia (Mr. WOLF) and the gentleman from Florida (Chairman YOUNG) are doing in providing transportation for all of us.

Mr. SABO. Mr. Chairman, I yield to the gentlewoman from Texas (Ms. JACKSON-LEE).

Ms. JACKSON-LEE of Texas. Mr. Chairman, I thank the ranking member for yielding.

Mr. Chairman, I would like to extend an invitation to the members of the Appropriations Subcommittee on Transportation to come and visit Houston again.

I want to acknowledge and appreciate the gentleman from Texas (Mr. DELAY) for his collegiality in allowing us to debate this. I agree with him. I would rather not have my colleagues engaged in this dialogue.

I was not here in 1991. I was a member of the Houston City Council when we thought we had done everything that we could have as a local community to indicate that rail was something we thought would work very well.

I cite Dallas. I do not know the procedural process which they use. But I do not think if we were to query the mayor of the city of Dallas and constituents of Dallas that they would not acknowledge that they like their DART, it is working, and they want more of it.

Frankly, I am applauding this appropriations bill. I think they have done a great job. I do not want to take away from the cities like Atlanta, Boston and Baltimore. But the gentleman

from Texas (Mr. DELAY) does not realize that he has really helped Metro and they are using the procedure that he, even though he is not on the authorization committee, certainly conceded to in TEA–21, which language was put in to allow Metro to take one project out and substitute another. So we are not really violating either the letter of the law or the spirit of the law.

Mr. DELAY. Mr. Chairman, will the gentlewoman yield?

Ms. JACKSON-LEE of Texas. I yield to the gentleman from Texas.

Mr. DELAY. Mr. Chairman, the gentlewoman obviously knows that that procedure includes the Appropriations Subcommittee on Transportation, and that can approve or disapprove reprogramming; and Metro failed to tell the people of Houston that very fact.

Ms. JACKSON-LEE of Texas. Mr. Chairman, I thank the gentleman for that.

Mr. Chairman, I think that they were operating under the procedural point that it could be done. But I think that really the real point here is that I solicit my good friend, we have chatted, we have had meetings with local officials, that we sit in the room and get whatever documentation, whatever review process, whatever vetting the gentleman needs to have to be had.

But I think it is important. And I take little different perspective. Yes, this light rail can be done. But I think that it is sinful for Houston, among other national and international cities, to be denied their rightful Federal dollars on transit.

This is a transit line. Transit lines are connectors. They are people movers. This is a people mover. This moves a major center from one end to the next. The Medical Center has been crying for some sort of rail system so that their individual people do not have to drive their cars into that already overpopulated area. They can actually park at the Astrodome and take the connector in. This is a center where people come for all kinds of international medical services.

Mr. Chairman, I say to the gentleman from Texas (Mr. DELAY) that I realize his distaste, if you will, for the rail system. I am only saying I, too, apologize to my colleagues that we are here on the floor of the House bringing a totally local-base issue to the floor of the House. I saw another one of my colleagues, the gentleman from Ohio (Mr. TRAFICANT) do it the other day. And he won. He had Republicans and Democratic support.

My colleagues all need to understand that the people who are involved in this light rate connector are having the support of the entire community. We have had town hall meetings. We have had hearings on this issue. But if the gentleman wants more, I am willing to do so.

I think the question has to be that we have to look at these inner city areas where those of us who represent inner city urban areas that can allow those populations that live in those inner city areas to, as well, be treated to a fair and adequate mobility system.

Mr. Chairman, let me read this into the RECORD: ''For the most part, even the top executives interviewed did not have a clear understanding of what 'enhanced bus' really meant. But even after a fairly thorough description was provided, they did not perceive any significant difference between an enhanced bus and conventional bus. A typical statement was 'enhanced bus is still a bus.' They believe light rail would be far superior.''

That is what people perceive, that light rail works. I only plea to this floor and I plea to others as this bill makes its way through, applauding the work of the ranking member and the chairman that this is a good bill. But I am saying to my colleagues that they are doing us a disservice.

The CHAIRMAN pro tempore. The time of the gentleman from Minnesota (Mr. SABO) has expired.

(By unanimous consent, Mr. SABO was allowed to proceed for 1 additional minute.)

Ms. JACKSON-LEE of Texas. Mr. Chairman, will the gentleman yield?

Mr. SABO. I yield to the gentlewoman from Texas.

Ms. JACKSON-LEE of Texas. Mr. Chairman, as the gentleman from Texas (Mr. BENTSEN) rose to the floor, as the gentleman from Texas (Mr. GREEN) rose to the floor, I simply ask, accept my invitation to visit Houston so that they can see the work that we have done, realize that we are not trying to chastise the committee for any funds that they have given elsewhere. We appreciate the hard work.

But how can they deny the fourth largest city in the Nation, a city that is wonderfully diverse, African-Americans, Hispanics. We speak some 98 languages. As I said, we have the west, the east, the north, and the south. But we have a collective, cohesive committee that is led by a mayor now who is in charge of the confined area in the city limits in which this light rail would find itself who is enthusiastically for it, but he has collaborated with the county judge, which is a much larger region; and I believe that my colleagues are well aware that our business community is supporting it, as well as our constituency.

I will go home on Monday to hold a hearing on this subject, along with the gentleman from Texas (Mr. LAMPSON) who is on the committee; and I believe that we will find everyone who will come and testify will come and testify to say that we want light rail. We hope this body listens to us.

Mr. Chairman, I ask unanimous consent to withdraw this amendment because I do believe that we can work with the gentleman from Texas (Mr. DELAY) and I hope he will let us work with him and ensure that we come to the best results as we move forward in this process.

□ 1030

The CHAIRMAN pro tempore (Mr. UPTON). Without objection, the gentlewoman's amendment is withdrawn.

There was no objection.

ANNOUNCEMENT BY THE CHAIRMAN PRO TEMPORE

The CHAIRMAN pro tempore. Members are reminded to address the Chair and not to address other Members by their first names.

The Clerk will read.

The Clerk read as follows:

SEC. 335. Item number 273 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by striking ''Reconstruct I–235 and improve the interchange for access to the MLKing Parkway.'' and inserting ''Construction of the north-south segments of the Martin Luther King Jr. Parkway in Des Moines.''.

SEC. 336. Item number 328 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by inserting before ''of'' the following: ''or construction''.

SEC. 337. Section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 256) is amended—

(1) by striking item number 63, relating to Ohio; and

(2) in item number 186, relating to Ohio, by striking ''3.75'' and inserting ''7.5''.

SEC. 338. None of the funds in this Act shall be used to pay the salaries or expenses of any departmental official to authorize project approvals or advance construction authority for the Central Artery/Third Harbor Tunnel project in Boston, Massachusetts.

SEC. 339. Section 3027(c)(3) of the Transportation Equity Act for the 21st Century (49 U.S.C. 5307 note; 112 Stat. 2681–477), relating to services for elderly and persons with disabilities, is amended by striking ''$1,000,000'' and inserting ''$1,444,000''.

SEC. 340. Notwithstanding any other provision of law, unobligated balances from section 149(a)(45) and section 149(a)(63) of Public Law 100–17 and the Ebensburg Bypass Demonstration Project of Public Law 101–164 may be used for improvements along Route 56 in Cambria County, Pennsylvania, including the construction of a parking facility in the vicinity.

AMENDMENT OFFERED BY MR. COX

Mr. COX. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. COX:

Page 54, after line 2, insert the following:

SEC. 341. None of the funds in this Act shall be used for the planning, development, or construction of California State Route 710 freeway extension project through South Pasadena, California.

Mr. COX. Mr. Chairman, I rise today to offer the Rogan amendment that will facilitate effective traffic mitigation at reasonable cost for the citizens of South Pasadena and the surrounding communities of Pasadena, Altadena, La Canada, and East Los Angeles. The reason that I am offering the Rogan amendment, and the gentleman from

California (Mr. ROGAN) himself is not here to offer it, is that in addition to being a dedicated Member of this House, he is also a dedicated parent. He and his wife Christine at this moment are attending to the urgent medical needs of their daughters. He would very much himself have wanted to be here to offer this amendment, and I am happy to do it in his stead.

This amendment is supported by the National Trust for Historic Preservation as well as environmental organizations, including Friends of the Earth and the Sierra Club. It is identical to a measure passed with bipartisan support in the last Congress. It will reduce the cost to taxpayers of freeway construction in southern California and free Federal funds for traffic mitigation and infrastructure support projects.

Mr. WOLF. Mr. Chairman, if the gentleman will yield, we accept the amendment and support the amendment. It is the same language as last year.

Mr. SABO. Mr. Chairman, in a sense I rise to oppose the amendment, but I will not. I do not like these kind of amendments coming on the floor where we really do not have background on what they are all about. However, we faced the same amendment a year ago, I opposed it, the House voted to adopt it by a significant margin as I recall, so it is not totally new and was in the bill this last year. While I do not think it is a good idea, I also understand that it is going to happen.

Mr. OBERSTAR. Mr. Chairman, will the gentleman yield?

Mr. SABO. I yield to the gentleman from Minnesota.

Mr. OBERSTAR. I thank the gentleman for yielding. I join him. I think the reality is that the votes are there to support this amendment but I think it is misguided. This project, from my knowledge and my personal view of it, is it is a missing link to the interstate system in California. For 20 years, projects have been reviewed appropriately and met the environmental reviews necessary to advance the project.

The Federal Highway Administration has supported the review and public involvement in the project. Federal funds have been made available for construction. The State supports the project and is willing to advance it. But I think the reality is that there are the votes marshaled already on the floor, as my colleague from Minnesota said, in the last session, the previous session of Congress, to support this amendment. It is unfortunate, and I agree that amendments of that kind should not be presented here. We will make the case but not make the vote.

The CHAIRMAN pro tempore. The question is on the amendment offered by the gentleman from California (Mr. COX).

The amendment was agreed to.

AMENDMENT OFFERED BY MR. ANDREWS

Mr. ANDREWS. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. ANDREWS:

Page 54, after line 2, insert the following new section:

SEC. . The amount otherwise provided in section 326 for the Amtrak Review Council is hereby reduced by $530,000.

Mr. ANDREWS. Mr. Chairman, let me first begin by thanking the gentleman from Virginia (Mr. WOLF) and the gentleman from Minnesota (Mr. SABO) for the excellent piece of legislation they have produced, which I am happy to support. Let me also acknowledge that the chairman of the committee is acceding to the wishes of the administration in the present funding level. Therefore, our quarrel is not with him, it is with the administration that supported the funding level. I appreciate his fairness on this issue over the years.

This issue is about micromanagement and second-guessing. I believe that the management of Amtrak has made excellent and positive strides in improving the fiscal health and performance of the rail line. I believe that they will continue to be moving in that direction. I also believe that they should move in that direction and that we as a Congress should evaluate from time to time their progress and the best next step. I do not believe that we need another body standing in between the will of this body and the management and directors of Amtrak. I think that the Amtrak Review Council is frankly an unnecessary appendage and I believe that more money simply invites more mischief. This House last year overwhelmingly sent a message that funding should be limited to the level of $450,000. That is what this amendment does this time.

Mr. NEY. Mr. Chairman, will the gentleman yield?

Mr. ANDREWS. I yield to the gentleman from Ohio, the coauthor of this amendment.

Mr. NEY. Mr. Chairman, also I want to praise the chairman of the committee for what I think is a fine bill. I do rise today to support the gentleman from New Jersey's amendment. During the debate on the last two transportation appropriation bills, I have worked closely with the gentleman from New Jersey to both reduce funding for the Amtrak Reform Council, ARC, and to ensure their funds were used properly. In both years we were successful in passing amendments to keep the ARC Council's budget in check. Unfortunately, after last year's successful effort to reduce the funding for what I think is an arguably misguided situation with the council, an increase in funding was restored in the final version of the bill. As a result, of course, as has been mentioned, we are again here to take our case to the House floor to again contain an ever increasing reform council budget.

The gentleman from New Jersey's amendment, which reduces the budget from $980,000 to $450,000, is an attempt to place a necessary constraint on an organization that really I do not think does seek the reform of Amtrak. As was mentioned previously, also, the budget has doubled in the past 2 years and I know that we had an overwhelming vote on this. It had tremendous support. I urge my colleagues today to support the Andrews amendment as they have previously done and to reject the increase and give the ARC a fair and certainly adequate budget.

Mr. WOLF. Mr. Chairman, will the gentleman yield?

Mr. ANDREWS. I yield to the gentleman from Virginia.

Mr. WOLF. Mr. Chairman, because of the compelling arguments and also because every time this issue has come up, the gentleman has won overwhelmingly, we accept the amendment.

Mr. OBERSTAR. Mr. Chairman, will the gentleman yield?

Mr. ANDREWS. I yield to the gentleman from Minnesota.

Mr. OBERSTAR. Mr. Chairman, I rise in support of the gentleman's amendment. I would have supported striking funds altogether. From the very inception of this council it is clear that many of its members have already made up their mind that Amtrak will not meet its goal of self-sufficiency and are devising their own plans that in effect assure failure; for example, holding closed conferences where the statute requires open meetings; their empire building by hiring consultants and contractors. In their preliminary assessment of Amtrak they set out a plan calculating operating expenses that Congress never intended to include in the Amtrak reform.

Mr. CHAIRMAN. I rise in support of the gentleman's amendment.

The Amtrak Reform Council was authorized by section 203 of the Reform and Accountability Act of 1997 for the purpose of evaluating Amtrak's performance and making recommendation for cost containment, productivity improvements, and financial reforms. The council is comprised of 11 members. The council is supposed to take into consideration the need to provide service to all regions of the nation. If the council concludes that Amtrak will not reach the goal of operating self-sufficiency by 2003, it is supposed to inform the Congress and submit plans for a complete restructuring of a national system of intercity rail passenger service and a plan for liquidating Amtrak.

From its inception, it has been clear that many members of the council have already decided that Amtrak will never meet its goal of operating self-sufficiency and are already devising their own plans for what a restructured system would look like. The council's history has been replete with evidence that it is pursuing its own, anti-Amtrak, agenda. They have conducted closed conferences despite the fact

that their statute requires open meetings. They have sought to ''empire build'' through hiring consultants and contractors.

In January 2000, the council revealed its true colors with the issuance of its report, A Preliminary Assessment of Amtrak. In that report the ARC measured Amtrak's progress toward operating self-sufficiency using a definition of operating expenses that the Congress never meant to be applied to Amtrak for the purposes of measuring Amtrak's progress. The council elected to include depreciation expenses and progressive overhaul expenses in calculating the total operating expenses that Amtrak would have to cover through operating revenues. This was clearly not what the Congress had intended. Indeed, if the Congress had intended that Amtrak cover these expenses it would have been clear at the outset that Congress intended for Amtrak to fail. It would have been setting an impossible standard. It has always been clear that Congress did not intend these costs to be included in the operating expense category.

The council chose to ignore the congressional intent and measure Amtrak by its own standard. Interestingly, as soon as it was challenged at hearings before the Senate, the council's chairman immediately backed off from the position. While we agree that he should have backed off, this is not the first time that the chairman has acted on his own on behalf of the rest of the council.

The council does not deserve an increase in its funding based on its dismal record in providing an unbiased, independent assessment of Amtrak.

MODIFICATION TO AMENDMENT OFFERED BY MR. ANDREWS

Mr. WOLF. Mr. Chairman, I ask unanimous consent that the amendment pending be changed by taking out ''Review'' and inserting the word ''Reform'' so that it is in compliance.

The CHAIRMAN pro tempore. The Clerk will report the modification.

The Clerk read as follows:

Modification to amendment offered by Mr. ANDREWS:

On line 2, strike ''Review'' and insert ''Reform''.

The CHAIRMAN pro tempore. Without objection, the modification is agreed to.

There was no objection.

The CHAIRMAN pro tempore. The question is on the amendment, as modified, offered by the gentleman from New Jersey (Mr. ANDREWS).

The amendment, as modified, was agreed to.

AMENDMENT OFFERED BY MR. LINDER

Mr. LINDER. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. LINDER:

At the end of the bill, add the following:

SEC. 341. None of the funds made available in this Act may be used by the Secretary of Transportation to require any State or local government to alter a zoning or land use plan for the purposes of a national ambient air quality conformity determination.

Mr. LINDER. Mr. Chairman, this also is an amendment that deals with the Federal bureaucracy micromanaging, in this case how counties run their business. Mr. Chairman, in 1998 we passed the Transportation Equity Act for the 21st century, otherwise known as TEA–21. Under this bill almost every region in the Nation was able to benefit from the additional transportation dollars made available through the Highway Trust Fund, every region, that is, except my own.

The Atlanta metro area has not been able to spend a dime of its Federal highway allotment for more than a year and a half. This is because Atlanta has not met Federal clean air standards since 1996 and the Clean Air Act prohibits further road and transit construction until a plan is presented that will bring the city back into conformity.

For over a year, the Atlanta Regional Commission, which is tasked with drawing up the plan worked with local leaders and Federal officials to craft a plan that complied with the law and met the needs of Atlanta's residents. However, in a suspicious move on the day before the ARC was slated to approve the plan, two Federal agencies, the Federal Highway Administration and the Federal Transit Administration stepped in the way. In a letter to then ARC Director Harry West, these agencies cited five serious concerns with the plan that ARC officials had resolved months before. Unless these requirements were met, the Federal Government said, Atlanta would not get its money.

Aside from the obvious concerns that this raises about the tactics used by this administration to work with local governments, all of the three remaining requirements that must be addressed have never been demanded of another metro area in America. They are demanding that the counties comply with their new zoning ideas, their ideas on mass transit funds and environmental justice.

We looked in the statutes for the definition of environmental justice. It appears in Executive Order 1289. It has to do with disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations or low-income areas. It further goes on to say that we must not only not do that but we must prove we do not, prove a negative.

No other metro area has been asked to do this yet. This is unacceptable, and I present this amendment and others today in an effort to demand equity and fairness for all Americans who are facing down out-of-control bureaucrats wielding environmental regulations. If we are to believe the Federal Government's demands before Atlanta will be able to get the gas tax money that TEA–21 grants it, county commissioners and State regulators will have to sign sworn documents saying that they will change the way they zone the land in their jurisdictions. In other words, they are accountable to Federal officials, not the voters when they zone the land my constituents live on.

□ 1045

Last week's supporters of CARA said it was outrageous for opponents to claim that the Federal Government wants to get in the land use business. It already is. The FHWA and FTA in Atlanta have already said they will require counties and cities to build more apartments, put houses closer together and build rail lines into downtown districts. If they do not, they will take away our highway funds again. In fact, they may even rely on another State agency appointed by the Governor, the Georgia Regional Transit Authority, to enforce their standards for them.

For the record, there is no title, no section of the Clean Air Act that requires regions to sign over the zoning authority to Federal agencies. This is a standard made up completely by the Clinton Administration, a standard that no other city in America has had to meet. However, we have heard on multiple occasions from Federal officials and environmentalists that Atlanta ''will be a model for the Nation.''

If you like what you see in Atlanta, do not worry, it will be coming to a city near you.

No local official should ever be bound by Federal officials to conduct the basic job they have been asked to perform. It is an affront to a constitutional republic itself when an elected official takes his marching orders from anyone other than the voters who elected him. That standard applies for government bureaucrats as much as it does interest groups.

My amendment would prohibit the FHWA and FTA from requiring any local or State official to be legally bound to alter their zoning or land use plans to satisfy the Federal bureaucrats. I ask Members to support this amendment, protect local governments from this outrageous assumption that Washington knows your neighborhoods best.

Mr. WOLF. Mr. Chairman, I rise in opposition to the amendment.

Mr. Chairman, we regret that we must oppose the amendment. The committee was not notified about these amendments until 9:00 this morning. The amendments may have significant implications for the Clean Air Act's policies and enforcement. The ramifications, quite frankly, are not even known by the committee, and we really have not had time. I understand what the gentleman is saying, but, regretfully, I must oppose the amendment.

Mr. LINDER. Mr. Chairman will the gentleman yield?

Mr. WOLF. I yield to the gentleman from Georgia.

Mr. LINDER. Mr. Chairman, our lateness will cause me to withdraw the

amendment. Part of the problem came because it was just this past week in a meeting when the Georgia Regional Transportation Authority was talking about the need for smart growth and was asked during the meeting what is the definition of ''smart growth,'' and nobody on the commission knew what it was, so they appointed, in their way, a committee to determine what it is. These are late developing things in Atlanta. I will be dealing with you further.

Mr. Chairman, I ask unanimous consent to withdraw the amendment.

The CHAIRMAN pro tempore. Is there objection to the request of the gentleman from Georgia?

There was no objection.

AMENDMENT OFFERED BY MR. VITTER

Mr. VITTER. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. VITTER:

Page 54, after line 2, insert the following:

SEC. 341. None of the funds made available in this Act may be used for engineering work related to an additional runway at New Orleans International Airport.

Mr. VITTER. Mr. Chairman, the gentleman from Louisiana (Mr. TAUZIN) and I offer this amendment to prohibit any funds under this act from being used for engineering work on an additional runway at New Orleans International Airport. We offer this because we want that airport to be properly developed into the powerful economic development engine it could be, and we know that this will never happen without fundamental reform in the areas of regional governance and professional management.

The City of New Orleans runs New Orleans International Airport, but the facility lies well outside the city, surrounded by other communities, most of which the gentleman from Louisiana (Mr. TAUZIN) and I represent.

For too long, the city has made unilateral decisions that have a major impact on these surrounding communities, creating real and growing tensions. Our citizens continue to be dramatically affected, and they have no real governance voice, no real seat at the table.

Now the city wants to build a new runway, wholly within Saint Charles Parish, which the gentleman from Louisiana (Mr. TAUZIN) represents, and still not address the governance issue. They want to do this with about 70 percent Federal and State money, almost $500 million. This is not only unfair, it just will not work. It is doomed to failure, particularly since the airport is without appropriation power.

Regional governance is the key. Recently an independent study by the Bureau of Governmental Research recommended the transfer of airport control to a broader-based regional entity that would facilitate regional governance cooperation and expansion. Another outside study conducted by Mitchell & Titus recommended that ''The airport's future vitality depends on gaining cooperation from Kenner, Saint Charles and Jefferson Parish,'' all areas that my colleague, the gentleman from Louisiana (Mr. TAUZIN), or I represent.

Another need is professional management. New Orleans Airport continues to be poorly managed, spending virtually the same amount of money as Charlotte Airport annually, but offering service to half the number of cities, with one-third the takeoffs and landings.

Mr. Chairman, we would also request that the committee pursue a Federal Inspector General study of the current management practices at New Orleans International Airport to underscore this need.

Regional governance, professional management, let us address these needs on the front end, so that local concerns, very legitimate ones, do not hopelessly stall progress until it is too late to recover. This is essential to make our airport the powerful economic development engine it could be.

This amendment should serve as a wake-up call to the city administration that we must address these needs. I look forward to continuing to address these needs through the conference committee on this bill.

Mr. WOLF. Mr. Chairman, I rise in support of the amendment.

Mr. Chairman, I rise in support of the amendment offered by my colleague from Louisiana. I believe the project should not move forward until there is regional consensus reached by all the affected parties.

We had a similar situation in my region when we transferred National Airport and Dulles Airport from the Federal Government, one person operating it. We set up a regional authority, whereby there are now people from Virginia, Maryland and the District of Columbia that operate both National and Dulles Airports.

My understanding is that the proposed runway will be completely located in the district of the gentleman from Louisiana (Mr. TAUZIN). That, again, has been a major controversy in this region with regard to noise. The gentleman's cosponsorship of the amendment this morning indicates his consensus has not been achieved. I also believe the DOT Inspector General should examine current management practices at the airport.

Mr. Chairman, I support the amendment, and look forward to working with my colleagues on this crucial economic development issue for the citizens of Louisiana.

Mr. JEFFERSON. Mr. Chairman, I rise in opposition to the amendment.

Mr. Chairman, this is a very disappointing development. The economy of the City of New Orleans and the entire region is built upon tourism and conventions. The city and the region have invested in this mightily over the years, and it has made New Orleans the second most important destination city in this country. It is vital to our economy that the airport continue forward with its plans to build and construct this runway. Otherwise, the city will not be in a competitive position.

The gentleman from Louisiana (Mr. VITTER), my colleague from the area, who is recently now sharing a part of the City of New Orleans representation with me, has taken the place of Bob Livingston who I shared this with for many years. Bob Livingston, every year, in and out, worked with me on all of these issues, in the quiet of our offices and in a very congenial way, and we supported jointly the airport's expansion and all the rest all these years. Why suddenly is it some sort of issue that needs to be dealt with because we are concerned about management of the airport, when these issues have not come up? This is not the place and this is not the time. This forum is inappropriate for us to deal with local issues of how local people get together about regional governance.

I should say to you there is reasonable governance at the airport now already. There are members on the airport board who represent the City of Kenner, which is part of the district of the gentleman from Louisiana (Mr. VITTER), who represents Saint Charles Parish, and part of the district of the gentleman from Louisiana (Mr. TAUZIN), already there.

What configuration does the gentleman want? Does the gentleman want to dictate exactly the terms of the regional governance, or can the local people get together and work on these matters?

What is important here is that we not interfere with the plan that is going on, which in the next 5 years is going to mean if we do not do this in the next 5 years, we are going to lose competitive position. So there are no management studies that say we need to do something here drastic in this Congress, or otherwise we will run the risk of ruining Federal money and not doing the right thing by the people of our country.

There are no divides back home about this. Our local Chamber of Commerce supports the runway projects, our local tourism commission supports the runway project. I do not know of anyone who doesn't support it except the folks over here say, and really run by my colleague, the gentleman from Louisiana (Mr. VITTER), who says we need to have a regional governance structure in place acceptable to him before we move this forward.

I think it is just wrong. I do not think we ought to place in jeopardy jobs in New Orleans, the economy of our city, because someone here wants

to see a certain governance structure in New Orleans. The local people can work these problems out, as they have over all the years. New Orleans built its airport in Jefferson Parish when there were not any people there. That is why it was built there. Over time that area has grown up, there are residences there and there are businesses, all of which now must be taken into account. But it is a painful process that is best sorted out in a local forum, in a local environment. That is the only way this can be done.

This is the equivalent of a shotgun wedding. I think somehow or the other somebody believes you can have regional cooperation by forcing people together. That is an absurdity. It is an oxymoron. It makes no sense. People have to get together and work on matters cooperatively. We cannot force it in this Congress.

So I would ask this House not to agree with the gentleman from Louisiana (Mr. VITTER), because this airport is in my district, it belongs to my city. It must expand in other areas, but it is just wrong to slow this progress down, and I say it would ruin our airport's prospects and ruin our economy, have us lose jobs. It is simply to please the idea that we ought to have a different regional governing structure, which I submit to you this Congress ought not be involved in.

So I would ask Members not to approve this amendment today, because it is just wrong for our city, it is wrong policy for the Congress, it is wrongheaded action altogether.

Mr. TAUZIN. Mr. Chairman, I move to strike the last word.

Mr. Chairman, I think we need to put this issue in perspective. The New Orleans Airport is indeed owned by the City of New Orleans, but it is not located in the City of New Orleans. It is located principally in Jefferson Parish, principally in the area represented by the gentleman from Louisiana (Mr. VITTER). It is partially located in a Parish of Saint Charles. We do not have counties, we have parishes in Louisiana, so I apologize for some of the confusion. The County or Parish of Saint Charles, it is one of the counties or parishes in my district.

Now, the proposal by the New Orleans Airport Authority is to extend the airport with a new runway into Saint Charles Parish, a significant change in the location of flight patterns and aircraft movements and a difference in literally noise and safety concerns for the people of Saint Charles Parish.

Unfortunately, Saint Charles Parish is allowed one representative on the New Orleans International Airport Board, appointed by the mayor, not selected by the people of Saint Charles Parish, and that is all they have on this board. There is no real local input in the governance of the airport, no local input into the decisions that are made with regard to takeoffs and landings and all the issues that are important when communities are affected by airport extensions into their rural, and, in this case, suburban communities.

So what the gentleman from Louisiana (Mr. VITTER) is proposing is a very simple thing. It simply gets us into the conference committee, where hopefully we can begin the discussions with the City of New Orleans on how in fact to move towards some reasonable regional governance of this facility before it extends into another county, another parish, like Saint Charles Parish, another Congressional District even such as my own.

I want to point out to my good friend, the gentleman from Louisiana (Mr. JEFFERSON) that indeed we have always talked and cooperated on these issues, and I think we will again on this issue, once we get past this point. But last year the New Orleans Airport Authority, without consulting my office, without talking to the gentleman from Louisiana (Mr. VITTER), tried to get language into the TEA–21 bill that would have, in fact, appropriated $30 million for property purchases in the Parish of Saint Charles to move this extension forward without ever talking to us. We found out about it almost by accident, that it was being added to the bill with the help of some lobbying group here in Washington, D.C. hired by the City of New Orleans. Now, that is not the way to cooperate either.

I think we can reach a point of cooperation and agreement if we simply get to the place where I hope we can get in the conference committee where we can talk.

I just want to make this one point. If we could amend this bill today, to say that the airport extension could go forward if, in fact, we move significantly to regional governance, that is the amendment we would have offered today. We cannot do that under the rules. All we can offer is some sort of prohibition on spending. So what we have chosen in this amendment to do is to prohibit engineering payments. We understand that not likely are there going to be any engineering studies done anyhow.

This amendment simply gets us into the conference where we can talk with our two Senators, and the three of us, hopefully with the City of New Orleans, can perhaps work this out. That is why I hope we adopt this amendment today, and put us all in a position where everybody sort of has to talk, whether they like it or not.

Mr. JEFFERSON. Mr. Chairman, will the gentleman yield?

Mr. TAUZIN. I yield to the gentleman from Louisiana.

□ 1100

Mr. JEFFERSON. Is it not true that the airport authority has no appropriation authority and that it cannot go into St. Charles Parish and appropriate the property of St. Charles Parish? Is that not true?

Mr. TAUZIN. Reclaiming my time, that is exactly true. That is the point the gentleman from Louisiana (Mr. VITTER) made, and let me answer it. It is true, and that is all the more reason why we need to talk. This extension will not occur until the community of St. Charles has an agreement with the City of New Orleans and the community of Jefferson Parish has an agreement with the City of New Orleans. It is not going to happen by sneaking changes or amendments into the law to provide for $30 million to go out and buy property in the district I represent.

It is only going to happen when we have the conversations I think this amendment will lead us to.

Mr. JEFFERSON. Mr. Chairman, will the gentleman yield?

Mr. TAUZIN. I yield to the gentleman from Louisiana.

Mr. JEFFERSON. Mr. Chairman, the gentleman paints a pernicious picture of actions that have taken place in the heat of the night without the gentleman knowing about it. As a matter of fact, the runway project, as the gentleman knows, has been in progress here for many, many years. This is not something new that happened this year.

Mr. TAUZIN. Reclaiming my time, the gentleman indeed knew, this gentleman and the gentleman from Louisiana (Mr. VITTER) knew, of New Orleans' interest in extending that runway. We have been supportive of the airport doing so.

We have always, however, reserved our support upon conditional conversations about regional governance, conversations leading to some real say-so from the parishes, the counties, affected. We have not gotten to that point. This amendment gets us there.

Mr. SABO. Mr. Chairman, I move to strike the requisite number of words.

Mr. JEFFERSON. Mr. Chairman, will the gentleman yield?

Mr. SABO. I yield to the gentleman from Louisiana.

Mr. JEFFERSON. Mr. Chairman, I thank the gentleman for yielding.

Mr. Chairman, it is quite obvious here that this whole effort is being made to bludgeon the City of New Orleans' leadership into some sort of a forced meeting because the proponents are unhappy with the progress of these meetings. These are painful discussions that must take place on regional governance. These are not things that can happen overnight and it cannot be forced to happen; nor can the city force any runway into St. Charles Parish.

So if money is appropriated here for a study to take place and for engineering to go forward, in the end there is going to have to be some meetings and

agreements between the New Orleans people and St. Charles people. There is no need for this. This is simply overstepping, overreaching, as far as I am concerned.

Now if we want to talk about Members doing things in the middle of the night without my knowing about it, there were amendments offered by the gentleman from Louisiana (Mr. VITTER) that I was not apprised of, and the airport is in my district. I did not know they were even offering them.

This is a shameful fight that we ought not be involved in. We ought to be saying to each other, how can we go to the Federal authority and get as much money as we can to help to make New Orleans as competitive as it can be and make our airport as vital as it can be so we can stay in the hunt for convention and tourism business? And then go home and let the local people, with our help and guidance and support if we can give to them, to work out the hard details of how they govern the whole matter and how they work out the issues. If there are management issues, and I just heard this today, I have not heard this from anybody else who has any authority, who have done any management studies to find things that are sharply wrong with the airport, that we need to worry about holding up Federal money because of management issues. This is all made up. That does not exist.

There are no management issues, I want to make it clear, because it besmirches the whole reputation of the board at the airport and of those who are involved in management. There is no mismanagement at the New Orleans airport.

There are some folks who would like to see things go a different way, of course, as there always are, but there is no evidence of mismanagement. I think to bring it on to this House floor is absolutely dead wrong.

So I would urge this House, in the strongest terms possible, to give us a chance back home to work our own matters out and let our city have the leadership it deserves on this issue, and to not hold up a vital project for the City of New Orleans airport. That cannot be justified on the basis of we need governance, a better governance structure or any other such thing as that because New Orleans cannot impose its will on the local and surrounding area. It cannot at all do that without the cooperation of those areas, and we cannot impose regional cooperation in the region unless the region itself gets together to work with it.

So I would urge my colleagues to rethink their position on this, to let us continue as a delegation to work together on these important matters and not to create walls here that are going to prevent our cooperation in the future on matters very important to all of us.

This is important to my region. It is vitally important to us and I would urge this body not to let the gentleman from Louisiana (Mr. VITTER) and the gentleman from Louisiana (Mr. TAUZIN) step in now in a matter which is unnecessary to protect the integrity of their districts or their peoples or any such thing as that. They have admitted it does not do that. They have admitted that New Orleans cannot reach over and take any property from Jefferson Parish. They even admit it does not do anything, according to them. They say, well, it does not do much. If it does not do much, it is not much worth our time to do anything here.

So what I would urge is just to leave this matter alone, and I really wish my colleague would withdraw this whole effort and let us move on to something where we can find a way to help move our city forward, our airport, our region forward, together, as we have in the past.

I have always worked with the gentleman from Louisiana (Mr. TAUZIN) and I have always worked with the predecessor of the gentleman from Louisiana (Mr. VITTER). I am hopeful I will be able to work with the gentleman from Louisiana (Mr. VITTER) as well, but we cannot work together if we do not honor each other's commitments on these areas.

I just think it is dead wrong what is happening here today, and I hope this House will reject it.

Mr. SABO. Mr. Chairman, I would just say I find this amendment inappropriate. I do not know how Louisiana governs. I do not know how the city governs. In our area we call them counties. I guess the gentleman calls them parishes.

Twenty-five, thirty years ago we went through the same type of situation in our State; center cities owning an airport, eventually a regional structure to govern, but that was created by the State legislature, not by local units of government. As a matter of history, at the point of time that it required local property taxes to start the airport, those were only levied in the center city. By the time we made it regional, all local property taxes had disappeared.

Now I suspect the gentleman's situation is different. We are not the legislature of Louisiana, and so I think it is just totally inappropriate for us to start interjecting ourselves into this governing structure of the airport in New Orleans. I am sure it is a controversial issue. It, however, has to be worked out in whatever local fashion they are worked out in Louisiana, whether it is negotiation between the affected communities or by action in the State legislature, but we cannot be second-guessing that.

Mr. WOLF. Mr. Chairman, I move to strike the requisite number of words.

Mr. VITTER. Mr. Chairman, will the gentleman yield?

Mr. WOLF. I yield to the gentleman from Louisiana.

Mr. VITTER. Mr. Chairman, I just wanted to make four points quickly in response to some of the comments from my colleague, the gentleman from Louisiana (Mr. JEFFERSON). I believe he said he had no notice of this amendment. If he said that, I certainly want to make the record clear that I informed him of this amendment.

Mr. JEFFERSON. Mr. Chairman, will the gentleman yield?

Mr. WOLF. I yield to the gentleman from Louisiana.

Mr. JEFFERSON. I did not say that. I was referring to amendments the gentleman made in committee some time ago, not to the amendment the gentleman is making today.

Mr. VITTER. Mr. Chairman, will the gentleman yield?

Mr. WOLF. I yield to the gentleman from Louisiana.

Mr. VITTER. Okay. I appreciate the clarification because, in fact, I gave him notice yesterday of this amendment within 5 minutes of deciding to move forward with it.

Secondly, I want to underscore why the gentleman from Louisiana (Mr. TAUZIN) and I are doing this. It is because we want progress; we want to move forward and build toward a great airport which can be an economic development engine, and this will never happen without starting these discussions about regional governance and professional management.

Thirdly, I want to address the comments of the gentleman from Louisiana (Mr. JEFFERSON) about a local discussion. I would love a local discussion. We have been asking the mayor for a local discussion and the mayor has specifically refused to be a part of any meeting where the term ''regional governance'' is on the agenda.

So the whole purpose of this exercise is to begin that absolutely essential local discussion which the mayor of New Orleans has absolutely refused to participate in.

Finally, with regard to the suggestion that this is not the place to bring up this issue, if this is not the place to talk about these needs then presumably this is not the place to look for half a billion dollars for this runway work because my constituents pay into that fund and the constituents of the gentleman from Louisiana (Mr. TAUZIN) pay into that fund and they deserve to be heard on these important related issues. So if this is not the place, then fine. Perhaps the airport and the city should go back to the drawing board and look for a half a billion dollars somewhere else.

Mr. TAUZIN. Mr. Chairman, will the gentleman yield?

Mr. WOLF. I yield to the gentleman from Louisiana.

Mr. TAUZIN. Mr. Chairman, I just want to point out again what occurred

last year was an amendment to the FAA authorization bill that provided $30 million, instructing the FAA to give priority consideration to land acquisition in St. Charles Parish, and we had received no notice of this. We discovered the amendment after it had, in fact, entered into the bill.

It is for that reason that we need this amendment. We are not asking that the regional governance issues be settled. All we are saying is give us this amendment and that will compel the parties indeed to talk about regional governance.

We met with our Governor in Louisiana and the Governor is prepared to help us achieve this result. We simply do not think this extension ought to go forward. Until we have had those discussions, that is what this amendment will help us do.

I want to say to my friend, the gentleman from Louisiana (Mr. JEFFERSON), we have worked together many, many years in the State legislature and here in Washington, D.C. He knows of my close friendship and my effort over all of these years to work with him. I can give him my assurance that if we get this thing into conference we will have those discussions; we will get back to a position where the mayor and the Governor and we and our two Senators can begin to reach for common solutions.

I simply have to make sure that the folks in St. Charles Parish I represent, just as the gentleman has to make sure that the folks in New Orleans that he represents, are properly represented in these discussions. They are currently not. They want to make sure, as their representative, and I am sure the gentleman from Louisiana (Mr. VITTER) has the same situation in Jefferson Parish, that those discussions actually happen.

There is no promise of discussions. There is no refusal to meet, but they actually have to happen before we go forward. Why? Because we all want to go forward. We all want to see the airport completed. We want to see new runways created. We want to see regional governance and regional cooperation around that airport, and I give the gentleman my word I am going to work with him to that end.

Mr. JEFFERSON. Mr. Chairman, will the gentleman yield?

Mr. WOLF. I yield to the gentleman from Louisiana.

Mr. JEFFERSON. Mr. Chairman, I thank the gentleman for yielding to me. I have no problem with the assurances of the gentleman from Louisiana (Mr. TAUZIN) on any matter. I have worked with him for many, many years. I simply beg to differ, to say that that is not the issue that we are dealing with here.

I have had many years of cooperation with him and I would hope we would have a day of cooperation on this matter because it is very, very important to us. It is important to us that we do not slow down this project, that we do not jeopardize our economy and jeopardize jobs and jeopardize where we are going down there, and jeopardize the future of our airport over the question of whether if we get a matter in conference we can somehow force a meeting with the mayor. That is an absurdity.

What are we going to accomplish in conference, a governance structure or something that is going to fix the whole issue? No. It is going to take many months of painful discussion by local people, no matter what we do here.

The suggestion by my colleague, the gentleman from Louisiana (Mr. VITTER), that if this is not the right place, this is not the right place to seek for money, is an absurdity because the FAA and the Federal Government are deeply involved in building airports all over the country and local governance structure is being imposed by State and local governments all over the place as well. So these things are going in parity and they ought to go here in parity.

The CHAIRMAN pro tempore (Mr. UPTON). The time of the gentleman from Virginia (Mr. WOLF) has expired.

(By unanimous consent, Mr. WOLF was allowed to proceed for 1 additional minute.)

Mr. WOLF. Mr. Chairman, I yield to the gentleman from Louisiana (Mr. VITTER).

Mr. VITTER. Mr. Chairman, I wanted to respond to the remarks of the gentleman from Louisiana (Mr. JEFFERSON). We do not want to slow anything down. That is specifically why the gentleman from Louisiana (Mr. TAUZIN) and I chose a spending item that is virtually certain not to occur under the normal timeline this next fiscal year anyway.

So we specifically chose that spending item with that in mind, and I certainly want to pledge my active cooperation to work on this issue. Again, all we are trying to do is begin the discussions which, quite frankly, the mayor of the City of New Orleans, going back to our efforts last year, has refused to initiate. He will not attend a meeting with regional governance on the agenda, and that is the heart of the problem.

Certainly I pledge my cooperation to work with the gentleman from Louisiana (Mr. JEFFERSON) and the gentleman from Louisiana (Mr. TAUZIN), and we look forward to doing that in a timely way so we do not slow anything down and, of course, we fashioned our amendment with that in mind.

Ms. KILPATRICK. Mr. Chairman, I move to strike the requisite number of words.

Mr. Chairman, coming from the State of Michigan, we have our problems and we know exactly how hard it is to regionally come to this Congress with a solution and we are working very hard on that, not without obstacles and not without many of them, but we continue to work locally to see that we bring to the Congress, during its precious times of negotiations, not only the proper match that the projects will require but that the region will agree on what we come to the Congress with.

This is very much a local issue and I believe that it ought to be settled locally before it comes to this Congress, Mr. Chairman. With that, I would like to yield to my good friend from New Orleans, the gentleman from Louisiana (Mr. JEFFERSON), in whose district the airport lies.

Mr. JEFFERSON. Mr. Chairman, will the gentlewoman yield?

Ms. KILPATRICK. I yield to the gentleman from Louisiana.

Mr. JEFFERSON. Mr. Chairman, I thank the gentlewoman from Michigan (Ms. KILPATRICK) for yielding.

Mr. Chairman, may I say in response to what has been said by my colleague, the gentleman from Louisiana (Mr. VITTER), he has on two occasions said the mayor has been unwilling to meet. That is inaccurate.

We had a New Orleans delegation meeting up here and invited the gentleman from Louisiana (Mr. VITTER). He came to the meeting and we talked at that point about the issues. He has met with local people about this matter over many, many months. It is just a hard process. There is no slam dunk answer to this. It is going to take time. People have to work it out.

When I say this is not the place to do it, it is not the place to do it, as the gentlewoman has pointed out. The place to do this is in the halls of local government, where people can decide these issues after negotiation.

□ 1115

To come up here and try in some sort of a prophylactic way to kind of prevent any kind of differences from occurring back home about these issues, we cannot do it. They are going to have to take place. People are going to have to have discussions. There is nothing that can be merited by this, except setting a precedent for getting this Committee and this Congress involved in dictating local government structures.

That should not be what we should be doing here. We should be working on larger issues of how the FAA relates to our local communities, how they support our local airports or not, but not the issues of local government. That is too hard for us or anybody else to do.

To use this forum to kind of beat the city of New Orleans, the Mayor and other folks, into a meeting with us is a misuse of it, a misuse and an abuse of the process, I suggest.

In the name of cooperation between us, the best way to do that is to work

on these issues collegially here today, and not to have it said that somewhere down the road one of these days, after we get this passed, we are going to work cooperatively. We cannot. This is going to make it more difficult for us to work cooperatively and for the local folks to work cooperatively, rather than the other way around. It is not going to do anything but make matters more difficult to resolve back home.

I have talked to the gentlemen from Louisiana, Mr. VITTER and Mr. TAUZIN, about this ad nauseam. They are hell-bent on this course, for reasons that are hard for me to understand, except that they have the power to do it. I believe that is the wrong reason. It ought to be done because it is the right thing to do, not because they think they can do it.

I hope that out of all this that we will find a way down the road one day to think better of each other and be more tolerant of each other, and respect the city of New Orleans more in its desire and plans to get things done.

I think we have a very competent mayor, a very competent council, a very competent board at the airport. I would like to see their work upheld and given a chance to succeed, and not have these Members of Congress getting in the way of having that done.

Mr. OBERSTAR. Mr. Chairman, I move to strike the requisite number of words.

Mr. Chairman, I also want to commend the Chair and express my appreciation to the Chair for his earlier admonition that Members address the Chair and not refer to each other by name; to observe the rules of the House, a practice that is becoming observed more in the breach than in the respect.

Mr. Chairman, this debate is a good example, an object lesson, for the reason the Committee on Transportation and Infrastructure and the Subcommittee on Aviation, both Democratic and Republican leadership, has always resisted individual designations of airports or runways in the authorization bill. Those are not issues for this body to resolve.

I take no position on the merits of the issue being debated this morning, but I do take a position on the initiative offered by the gentleman from Louisiana (Mr. VITTER) to have this body interfere as a matter of national law in what is essentially a local decision-making process.

The gentleman from Virginia (Mr. WOLF), chairman of the Subcommittee on Transportation of the Committee on Appropriations, appropriately referred to the process that Congress established for the resolution of the management of airport capacity at both national and Dulles.

The reason Congress acted is that those are the only two airports the national government owns in the United States, of 17,000 airports. In the national plan of integrated airport system, only two airports are owned by the Federal government. They were turned over in fact, in a management sense, although the Federal government continues to retain the ownership of those airports, to a regional council.

Whether the airport in New Orleans should be expanded or retracted, whether it should be managed in this or that manner, is a matter not for this body to resolve but for the people of New Orleans and the surrounding communities, be they parishes or cities. All should be done in accordance with the national plan of integrated airports established by the FAA which establishes a national system.

If we improve a highway in Duluth, if improvements are made to Interstate 35 in Duluth, that has virtually zero effect on I–35 in Dallas-Fort Worth, Texas. But if the airport in Duluth is improved, it does have an impact on the national airport system. If the airport in Louisiana is improved, it has a beneficial, or if it is not improved, it has a negative effect on the National Airport system. Airports are vastly different from highways.

For the Congress to take the initiative proposed by the amendment of the gentleman from Louisiana is to insert ourselves into essentially a local decision-making process which is going to be reviewed at an appropriate time in its developmental stage by the FAA. We should let that process run its course.

The debate we have heard unfold this morning is a replica on the national scene of a debate in the city council of New Orleans. We are not at city council. We are not the governing council for parishes. The gentlemen from Louisiana, the respective gentlemen from Louisiana, are having a fine debate that they ought to have back home, not on this floor. This floor ought not to resolve this matter. This amendment ought to be defeated.

In accepting such an amendment, we set the stage for innumerable debates. The discussion about New Orleans airport, MSY, will be picayune compared to the debate that will unfold on this floor if we get into a third airport for Chicago, of which we saw only a minuscule discussion earlier today.

I say to my colleagues, the gentlemen from Louisiana, please take their issue back home and get the local governments to resolve it. Bring the FAA in to help. I am sure the chairman of the Subcommittee on Aviation, the gentleman from Tennessee (Mr. DUNCAN) would be willing to help in that process. I would be willing to help. But this floor ought not to resolve this issue. We ought to defeat the amendment.

The CHAIRMAN pro tempore (Mr. UPTON). The question is on the amendment offered by the gentleman from Louisiana (Mr. VITTER).

The question was taken; and the Chairman pro tempore announced that the noes appeared to have it.

Mr. TAUZIN. Mr. Chairman, I demand a recorded vote, and pending that, I make the point of order that a quorum is not present.

The CHAIRMAN pro tempore. Pursuant to House Resolution 505, further proceedings on the amendment offered by the gentleman from Louisiana (Mr. VITTER) will be postponed.

The point of no quorum is considered withdrawn.

AMENDMENT OFFERED BY MR. WEINER

Mr. WEINER. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. WEINER:

At the end of the bill insert the following new section:

SEC. 342. None of the funds in this Act may be used for the Federal Aviation Administration to install a Terminal Doppler Weather Radar at the site of the former United States Coast Guard Air Station Brooklyn at Floyd Bennett Field within Gateway National Recreation Area in King's County, New York.

Mr. WEINER (during the reading). Mr. Chairman, I ask unanimous consent that the amendment be considered as read and printed in the RECORD.

The CHAIRMAN pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

Mr. WEINER. Mr. Chairman, I first want to thank my colleagues, the chairman of the subcommittee and the ranking member, the gentleman from Virginia (Mr. WOLF) and my coach, the gentleman from Minnesota (Mr. SABO), for their great leadership on this issue. No two people work harder on aviation concerns than they do.

Mr. Chairman, I offer an amendment to address what is a policy that is included in the FAA that is contrary not only to common sense, but is contrary to congressional mandate, it is contrary to environmental policies, and it is contrary to sane and safe aviation policy.

Right now the Federal Aviation Administration is attempting to erect a 130-foot Doppler radar tower that would help to detect wind shear at Kennedy and LaGuardia Airports, something that I support. They are proposing to do it in the heart of a national park, of Gateway National Recreation Area in my district in Brooklyn that borders on Queens.

This is a policy that is contrary, first, to congressional mandate. In 1976 when this park became the possession of the National Park Service and it was turned over, Congress wanted to make sure that this type of installation was not put there, so language was put in the bill that said, ''Nothing in this section shall authorize the expansion of air facilities at Floyd Bennett Field,'' exactly where this radar tower is going.

It is also contrary to congressional mandate in terms of our national parks. That is where it also runs afoul of our environmental policies.

I would ask my colleagues to think about any other National Park facility that has an FAA radar tower on it. Members can think as long as they want, because there is not a single one. We would shudder to think of putting a radar tower in Grand Tetons Park or in Grand Canyon Park or in Redwood Forest. We would never think to do it.

But because this National Park is one that is a little different, it, we do not see it on flyers for the National Park, though it is someplace where hundreds of thousands of visitors from an urban area that covers frankly a very big footprint in three States come to visit. It is not the most beautiful, the most sensational, but it is a National Park that people come to commune with nature. It is contrary to environmental policies, according to the Department of the Interior, to put such facilities in a National Park.

Finally, and this is the point that I think will be most salient to members of the committee considering this bill, it is contrary to aviation safety. Members do not have to ask me, they do not have to trust me. We have to read the EIS produced by the FAA when they were pushing this plan. They say that it has big blind spots that prevent this radar from seeing Kennedy and LaGuardia Airports.

Why? It is at the very southern tip, far from where they had suggested this thing be placed. It says there are blind spots because of the topography and geography of Queens, so they cannot see the busiest part of the busiest airport in LaGuardia.

It also says in the same EIS that they are not crazy about this site, but Congress said they could not do their first choice. In fact, it is not even as good as the suggestion that the Members from New York have suggested, which is to put it on an island, a Potters Field off the water of the airport that would have a clear vision. It is not even as good as that site. ''We want to do this site, well, because we are in a hurry. We want to hurry up and move along with it.''

Frankly, we hear testimony all the time in the Committee on Science and in the Committee on Transportation and Infrastructure that shortly this technology that they are going to be erecting is going to be outdated and obsolete.

Do Members know how many more of these radar towers there are on God's Earth? None. Why? They are not being built. The technology has passed it by. There will shortly be technology available to put right in the nose of planes that will obviate the need for this.

Finally, Mr. Chairman, this has been a debate that has been clouded by a certain amount of hyperbole. The supporters of this initiative in the FAA said, if we do not hurry up, God forbid, there will be a crash, a disaster, and planes are going to fall from the sky.

So we have put aside all of the evidence to the contrary. We have put aside a more thoughtful process. We have allowed ourselves to be scared into installing a Doppler radar tower that is contrary to congressional mandate, contrary to environmental policy, and contrary to aviation safety.

There are places to put this radar tower that I support and the community supports. This is not it. This is against the law to do this. I believe the courts will rule that way if this Congress does not. It simply is contrary to common sense.

I thank my colleagues for giving me the opportunity to bring this issue, but let me remind them, this is not the only National Park. This is not the only time the FAA is going to want to encroach on our National Parks, but this should be an opportunity for us to say, let us stop it here. It is bad policy, and my amendment would make sure that no FAA funds go to supporting that policy.

Mr. WOLF. Mr. Chairman, I rise in very strong opposition to this amendment.

Mr. Chairman, this amendment would be a killer amendment. Talk about killer amendments, this would be a real killer amendment.

This issue has been going on for so long. We have put language in the bill over and over and over, and to say that it is hyperbole when we have the Charlotte Airport, and if they had been able to locate a terminal Doppler down in Charlotte, that accident may not have happened. We had the Little Rock situation.

This has been going on. This was a Coast Guard helicopter station and not some serene National Park. For people, anybody who flies into LaGuardia or Kennedy, this is a major, a major safety issue. If this amendment would be adopted, Congress would just be flying in the face of all the aircraft safety.

Mr. Chairman, I strongly, if this were to come to a vote, urge Members to just vote against it, or put a big sign up outside of LaGuardia and Kennedy saying, we could have done something to make these airports safer, but because Congress did not act, they are no longer that safe.

□ 1130

Mr. SABO. Mr. Chairman, I move to strike the requisite number of words.

Mr. Chairman, I yield to the gentleman from New York, if he wishes to withdraw the amendment.

Mr. WEINER. Mr. Chairman, I thank the gentleman for yielding, and let me just say I have a great deal of respect for the chairman, but if this becomes law, I will tell my colleagues what would happen, they would build it at a place that was smarter, they would build it at a place that is consistent with environmental policy, and they would build it much quicker, because the lawsuit that is going on is not going to stop simply because we like it to. This is contrary to government policy.

However, in the interest of the opposition of the chairman of whom I respect, I move to withdraw the amendment at this time with every intention to pursue this in the future.

Mr. Chairman, I ask unanimous consent to withdraw my amendment.

The CHAIRMAN pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

The CHAIRMAN pro tempore. The amendment was withdrawn.

AMENDMENT NO. 6 OFFERED BY MR. MANZULLO

Mr. MANZULLO. Mr. Chairman, I offer an amendment.

The CHAIRMAN pro tempore. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 6 offered by Mr. MANZULLO:

At the end of the bill, add the following new section:

SEC. 341. Notwithstanding any other provision of this Act, no funds may be made available to the Administrator of the Federal Aviation Administration under this Act before the Administrator—

(1) reclassifies the pay classification of each air traffic controller who, after August 31, 1997, left employment at an interim incentive pay facility for other employment as an air traffic controller and who returned after October 1, 1998, to employment as a reentrant at such a facility, such that the controller's pay classification is equal to the pay classification the controller would have if the controller had never left such facility; and

(2) pays to each such controller the amount of any difference between the salary that the controller earned after leaving the interim incentive pay facility and the salary the controller would have earned if the controller had never left such facility.

Mr. WOLF. Mr. Chairman, I reserve a point of order.

Mr. MANZULLO. Mr. Chairman, I intend to ask unanimous consent to withdraw the amendment, but I would like to speak on it for just a couple of minutes.

We have all had casework matter that hits a dead-end, and most of the time we can help our constituents. However, there are times when you know something is wrong with the system and you have to take the extraordinary step to get some action.

Today I am offering an amendment that I intend to withdraw for procedural purposes, for the purpose of giving support to those air traffic controllers across the country who have been hurt financially by the resulting agreement between the Federal Aviation Administration and the National Air Traffic Controllers Association.

In accordance with two laws passed in the 104th Congress, the FAA was directed to consult with a bargaining unit, in this case, the NATCA, to develop a pay plan to set compensation for air traffic controllers. The resulting agreement was a Memorandum of Understanding With Respect to Reclassification and Association Payrolls Between the National Air Traffic Controllers Association and the FAA dated 8 January 1998, and has since been amended with subsequent Memorandums of Understanding.

The resulting agreement and subsequent MOUs provided certain dates whereby pay reclassification was set depending on where an individual was based one day, October 1 of 1998. The Manzullo amendment seeks to correct this pay discrepancy for those air traffic controllers who did not receive commensurate pay increases upon their reentrance to one of the Interim Incentive Pay facilities, that is the high volume control facilities, such as Chicago.

The FAA, by its own admission, urged employees to take certain career moves in order to advance an individual through the supervisory ranks. In a particular case with my constituents, Carlos Contreras, the FAA claims he was promoted. Because of the timing of the so-called promotion in relation to the agreement between the FAA and the NATCA, this air traffic controller realized he would lose quite a bit of money per year.

Upon his realization, he requested to go back to the Interim Incentive Pay facility where he had been for 15 years. Again, because of timing and bureaucratic delays, he could not make the change soon enough. He apparently is not alone.

I have attempted to get a meeting with Jane Garvey, the head of the FAA, and though I have not been denied an opportunity to meet with her, there have been enough delays to make me want to proceed today. My office has been in touch with the FAA several times about the matter. We know that there are about 12 individuals nationwide impacted by this agreement.

The FAA says that it does not have the authority to be fair to Mr. Contreras and to the 11 or so others so situated. My amendment simply seeks to provide the FAA with that authority. It prohibits the FAA from spending any money until such time as they have treated these air traffic controllers who are responsible for safety in the sky with justification and judicial reasoning.

The resulting move to Mr. Contreras hurt him financially. He was requested by his boss to go to another area. He was promoted but he got caught in a web that resulted in a substantial decrease in his pay.

We have reason to believe there are only a dozen or so individuals. This amendment is for justice for these hard-working air traffic controllers. My understanding is that the gentleman from Virginia (Mr. WOLF) is willing to work with me in setting a quick meeting with Ms. Garvey to see if there is a way that we can compensate these air traffic controllers.

Mr. WOLF. Mr. Chairman, will the gentleman yield?

Mr. MANZULLO. I yield to the gentleman from Virginia.

Mr. WOLF. Mr. Chairman, I say to the gentleman, yes, that is correct. We will be glad to work with the gentleman in setting up a meeting with Ms. Garvey.

Mr. MANZULLO. Mr. Chairman, I ask unanimous consent to withdraw my amendment.

The CHAIRMAN pro tempore. Is there objection to the request of the gentleman from Illinois?

There was no objection.

The CHAIRMAN pro tempore. The amendment is withdrawn.

AMENDMENT OFFERED BY MR. INSLEE

Mr. INSLEE. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. INSLEE:

At the end of the bill, add the following:

SEC. 341. None of the funds in this Act shall be used to fund the Office of Research and Special Programs of the Department of Transportation until the operator of the 16-inch oil pipeline running from Allen, Washington, to Renton, Washington, has completed hydrostatic testing of the entire pipeline at 125 percent maximum operational pressure and has submitted the results of the tests to the Secretary of Transportation.

Mr. INSLEE (during the reading). Mr. Chairman, I ask unanimous consent that the amendment be considered as read and printed in the RECORD.

The CHAIRMAN. Is there objection to the request of the gentleman from Washington?

There was no objection.

Mr. WOLF. Mr. Chairman, we reserve a point of order.

The CHAIRMAN pro tempore. A point of order is reserved.

Mr. INSLEE. Mr. Chairman, colleagues last June in Bellingham, Washington, an oil and gas pipeline exploded and the ensuing fireball killed three young men; that pipeline company now seeks to reopen that pipeline. It is a 16-inch pipeline that runs right through the heart of East King County in my district without properly testing this line. They seek to reopen this line which suffered not only this failure that killed three people, but suffered a subsequent failure disclosed under water pressure testing.

This company seeks to reopen this line without doing that same water pressure testing and exposing my constituents to that risk; that is wrong. This amendment would simply require that company to do what it ought to do as a good neighbor and hydrostatically test this line, a common sense, well-recognized test that will prevent a recurrence of the type of tragedy that we experienced.

Mr. Chairman, we have a lot of work to do nationally on our oil and gas pipeline safety, and I am very hopeful that the appropriate committees will have hearings on this subject. I have a bill. The gentleman from Washington (Mr. METCALF) has a bill. We have worked together; we hope that we can nationally revise our oil and gas line pipeline safety standards.

I have to tell my colleagues that those standards are the consistency of Swiss cheese right now, and we need to do it nationally, but a start is to do it in my district. This amendment would take care of that issue.

Mr. Chairman, I yield to the gentleman from Washington (Mr. T4Smith) who has been joining me in this effort.

Mr. SMITH of Washington. Mr. Chairman, I want to thank my colleague, the gentleman from Washington (Mr. INSLEE) for bringing this issue forward. The issue of pipeline safety is one that touches the entire country. Those of us in the State of Washington experienced it in the worst way possible a year ago, but it is by no means isolated to our State.

Pipelines run throughout this country and have been very loosely regulated for a number of years. The system of regulating pipelines quite simply does not work. As the gentleman from Washington (Mr. INSLEE) mentioned, there are a variety of different ideas for how to change that. But I rise today to make it clear to my colleagues how important it is that those changes are made, first of all; and, second of all, how important the issue of hydrostatic testing is doing that, the idea of testing the pipes to see if they can withstand the pressure that they have to withstand in order to protect our communities. It is of critical importance.

I applaud the efforts of the gentleman from Washington (Mr. INSLEE) to bring this issue up in the transportation bill and any other place that we can do it. This is a threat to our entire country. As I said, in the State of Washington, several children tragically died as a result of this.

It is also an environmental hazard that has struck many different parts of our country. We need to do something to improve pipeline safety in this country. This amendment is a great first step, and I look forward to working with the gentleman from Washington (Mr. INSLEE) and the rest of the body to hopefully give us a sound pipeline safety policy in this country that will protect all of our citizens.

Mr. INSLEE. Mr. Chairman, reclaiming my time, I thank the gentleman from Washington (Mr. SMITH) for that comment. Just so the Members will understand why this type of testing is so

important, after this pipeline blew up, the City of Bellingham required this pipeline company to do this hydrostatic test, and when they did this test, the pipeline blew up again, but, fortunately, because the pipeline had water in it instead of gasoline, it leaked water rather than gasoline.

I have a constituent who has a real common sense approach. If we do not trust these pipelines to hold water, we ought not to put gasoline in them, and that is why we have to have hydrostatic testing and will.

Mr. Chairman, I hope the gentleman from Virginia (Mr. WOLF) will join us in hoping to have hearings on this subject this year. The other Chamber has had a hearing on this. We are ready to have hearings on this and go. I really hope that the gentleman can accommodate us in this regard. I understand this will be subject to a point of order, but we do want to get this issue front of center.

POINT OF ORDER

The CHAIRMAN pro tempore. Does the gentleman from Virginia insist on his point of order?

Mr. WOLF. Yes, Mr. Chairman. I make a point of order against the amendment because it proposes to change existing law and constitute legislation on the appropriations bill; therefore, it violates clause 2 of rule XXI.

The CHAIRMAN pro tempore. Does any other Member wish to be heard on the point of order?

The Chair is prepared to rule. Although drafted in the form of a limitation, the amendment does not merely place a negative restriction on funds in the bill, rather it prescribes a contingency concerning the conduct and reporting of certain tests. Thus, the amendment proposes to change existing law. The point of order is sustained.

AMENDMENT NO. 4 OFFERED BY MR. BILBRAY

Mr. BILBRAY. Mr. Chairman, I offer an amendment.

The CHAIRMAN pro tempore. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 4 offered by Mr. BILBRAY:

Page 54, after line 2, insert the following:

SEC. 341. None of the funds in this Act shall be used for acquisition of diesel buses except those buses, powered by engines which have emission levels comparable to, or lower than, emission levels from buses powered by low-polluting fuels, including methanol, ethanol, propane, and natural gas.

Mr. WOLF. Mr. Chairman, we reserve a point of order.

The CHAIRMAN pro tempore. The gentleman from Virginia reserves a point of order.

Mr. BILBRAY. Mr. Chairman, as an individual who had the pleasure of working on mass transit, but also on clean air strategy, it has always been a frustration for many of us in the environmental community to see while the Federal Government and government as a whole demands that the private sector leave dirty polluting technology behind and move towards cleaner technologies, the Federal Government itself continues to allows its money both directly and indirectly to be used in purchase of the polluting technologies that ruin our environment, are totally counter to our Federal clean air strategies.

Now, let me say at this time, Mr. Chairman, that I greatly appreciate the work of the gentleman from Virginia (Chairman WOLF) in moving this issue forward and moving away from the old concept that pollution is okay if it is a government agency, and towards the new concept that government needs to participate in cleaning up our environment.

The gentleman has been a strong, strong supporter in the concept that we need to move this issue along, and I appreciate his long support on the issue.

In the last Congress, Mr. Chairman, I offered a similar amendment in TEA–21, in 1998, but because there were some concerns in Congress that the technology had not caught up with this amendment, we basically withdrew it, and, instead, implemented a GAO study to see if the technology was available to replace dirty technology.

That study was released in 1999 and shows that while diesel technology has gotten better, the alternative technologies are already available and have been used by local governments for over a decade. Since TEA–21 became law, there has been a lot that has happened with science of technology and clean environmental approaches.

Now, while we have got these new technologies, we have also gotten information about diesel, that diesel engines contain cancer-causing substances, such as arsenic, benzene, formaldehyde and nickel, these are emissions coming out of vehicles being purchased with American tax dollars. Diesel contains over 40 substances listed by the EPA as hazardous, and the Air Resources Board has identified those 40 substances as toxic air contaminants.

In November of 1999, I introduced a bill to say it is time we stop this hypocrisy, the Federal Government, and government as a whole, should be cleaning up our act, not continuing to pollute, while the private sector is being mandated to clean up.

Mr. Chairman, I have learned many things while working with my colleagues on this issue in focusing on trying to get our technology in line with our strategies, the gentlewoman from California (Ms. BONO), the gentleman from Tennessee (Mr. WAMP), and the gentleman from California (Mr. HORN), many others have been working on this issue.

I intend not to call for recorded vote, and I am going to ask for consent to withdraw this amendment.

Mr. Chairman, I yield to the gentleman from California (Mr. HORN), who has raised this issue before.

Mr. HORN. Mr. Chairman, I thank the gentleman from California. He has made a real contribution to focusing on this issue, and I have great respect for the chairman of the subcommittee. And I just like some of urban America to be as green as his beautiful country and district that he represents. And we should not be funding diesel equipment in any of these bills anywhere, be it the Nation or the State or the county, and what we need to concentrate on are the natural gas technology and particularly the battery technology.

Since the appropriations subcommittee here puts in $190 million for the aviation situation, I would hope that we could, in the future, get millions more to really bring this clean technology into all of the areas of the United States. The CAFE situation now, the Corporation Average Fuel Economy, my heavens, we saved 3 million barrels a day by having that kind of economy.

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So I thank the gentleman and I hope that we will get an investment in batteries and, if there can be, clean diesel, which I am dubious about. I just do not like the smoke that gets in my eyes in Washington, D.C., where it is Federal money; at Dulles, where it is Federal money, and we ought to stop that.

Mr. GILCHREST. Mr. Chairman, will the gentleman yield?

Mr. BILBRAY. I yield to the gentleman from Maryland.

Mr. GILCHREST. Mr. Chairman, I want to support the gentleman's effort in this area, and all of our colleagues' efforts, including the chairman of the committee, to work vigorously to avail ourselves of these new technologies, not only for the private sector but for the public sector.

Cleaner fuel and better gas mileage is good for the economy. It lessens our dependence on foreign oil, it improves the balance of trade, saves consumers dollars, it is good for the environment, increases energy security, new technology, and creates jobs. This is an overall good effort, and I am sure in the next Congress we will find a way to make this happen.

Mr. BILBRAY. Mr. Chairman, reclaiming my time, I am just asking that as we ask the private sector to invest in cleaner, more environmentally friendly technology that we finally stand up and say that the United States Government will not set aside just a portion of its transportation money for clean air and good environment, we are going to now say that all of our transportation funds should be aimed at clean technology and good environment and clean air; that the

Clean Air Act is just as important and that the public health is just as important, and that is going to be implemented here.

Mr. Chairman, I have always been frustrated by the spending of federal dollars on polluting technologies, which runs absolutely counter to our other federal clean air strategies.

Let me say, however, that I greatly appreciate the work which has been done over the years by Chairman WOLF, to move away from this old concept and to encourage the use of cleaner technologies. He should be commended for his work, and I appreciate his long-time support on this important issue.

In the last Congress, I offered a similar proposal as part TEA–21, which became law in June of 1998. Due to concern over the proposal, this became a GAO study of the availability of alternative technologies.

That study was released in December of 1999, and shows that while diesel technology has in fact gotten cleaner, alternative technologies are readily available for fleet use, and are being used in many locations (for many years in my own county of San Diego, for example).

Since TEA–21 became law, we have seen a great deal of new science on diesel emissions, and increased public concern over their health effects, especially on children.

While the technology has gotten cleaner, we know that emissions from diesel engines contain potential cancer-causing substances such as: arsenic; benzene; formaldehyde; nickel, and polycyclic aromatic hydrocarbons.

Diesel also contains over 40 substances listed by the EPA as hazardous air pollutants (HAPs) and by the California Air Resources Board as toxic air contaminants (TACs).

In California, the ARB has been working to reduce the risks from all sources of diesel.

In November of 1999, I introduced legislation which would achieve the goals being discussed here today—H.R. 3376, the Cleaner Technologies in Transit Act. I hope to be able to work with many of my colleagues together on this legislation.

Mr. Chairman, I've learned many things from my colleagues since I started focusing on this process here in Congress. I know that there are a number of cleaner, alternative technologies which are not only available, but in use in many of my colleagues' districts.

MARY BONO, ZACH WAMP, STEVE HORN, and many others have told me about the work they've done to encourage alternative fleets in their districts, and I greatly appreciate their leadership on this issue.

Mr. Chairman, I do not intend to call for a recorded vote, and will ask unanimous consent to withdraw my amendment.

Before I do this, however, I want to thank my colleagues for their interest in this important issue, and for taking the time to work with me and inform me of their experience.

It is my hope that this discussion today will help move us closer to the goals of my amendment, and my bill, to benefit the public health and the air quality of all our constituents.

Mr. BILBRAY. Mr. Chairman, I provide for the RECORD an article from the Los Angeles Times relating to the topic of my amendment.

[From the Los Angeles Times, Nov. 18, 1999]

STUDY CRITICAL OF EXHAUST FROM SCHOOL BUSES

(By Marla Cone)

California's children are breathing unhealthful exhaust spewed by diesel school buses that are among the oldest and highest-polluting in the nation, according to a report to be released today by a Los Angeles environmental group.

The report, by the Coalition for Clean Air, urges Gov. Gray Davis' administration to set tough emission standards for school buses and to provide tens of millions of dollars to help school districts replace their fleets with new buses powered by cleaner-burning alternative fuels.

About 17,000 diesel buses deliver children to school, including some 20-year-old models that spew dark clouds of noxious smoke. Diesel exhaust, a mix of soot and toxic gases, has been linked in health studies to lung cancer, asthma attacks, allergies and other respiratory illnesses.

Officials of the state Air Resources board and the state's largest school district agreed Wednesday that the current school bus fleet poses an environmental threat to children but have yet to decide on a strategy to deal with the problem. Diesel manufacturers said they are improving their engines and see no need for schools to switch to alternative technologies.

No one knows how much of a danger bus exhaust poses to schoolchildren—the amounts they breathe have not been measured and no studies have calculated their disease rates. In fact, for Californians on average, heavy-duty trucks pose a far greater health risk, with buses blamed for less than 1% of total diesel emissions, according to the California Air Resources Board.

Nevertheless, Air Resources Board Chairman Alan Lloyd, appointed this year by Davis, said the emissions, while relatively small, could be posing a serious health danger because tens of thousands of children come into direct contact with the bus exhaust every school day.

''We would agree with the coalition that the risk from diesel, particularly from school buses, should be reduced,'' Lloyd said. ''We're trying to crack down on all sources of diesel.''

The report comes as the air board is preparing to unveil a controversial proposal in December that would set new state pollution standards for transit buses next year. That proposal, however, will exempt school buses because of the financial burden it would put on California's already struggling school districts. Instead, Lloyd said the board's staff in January will outline a separate strategy for getting cleaner buses at schools.

Buses powered by alternative technologies, predominantly compressed natural gas, are already available and are substantially cleaner than diesel buses. The price tag, however, for converting all of California's school fleet to natural gas would exceed $1 billion, according to the environmental group's calculations.

Antonio Rodriquez, transportation director at the Los Angeles Unified School District, said the district has been trying to clean up its fleet—it has gotten rid of its oldest buses and the rest meet current emission standards. Also, the district operates a small number powered by cleaner natural gas and hopes to buy more, but Rodriquez said money is the main obstacle because each one costs about 35% more than a diesel bus.

''We're always interested in making sure our buses are as clean as possible,'' he said. ''We all breath the same air in this basin, and whatever we can do to clear the air helps our kids.''

Last year, the state air board declared diesel soot a cancer-causing air pollutant that could be causing 14,000 Californians alive today to contract cancer.

Medical experts say that children are especially vulnerable to the effects of diesel exhaust because they inhale large volumes of pollutants for with their body weight and because their immune systems are still developing. Also, half million asthmatic children live in California, and some medical experts say diesel exhaust can trigger attacks.

The environmental group reports that California ranks among the worst states—47th out of 50—in terms of the percentage of buses built before 1977. Pre-1977 diesel buses emit four times more particle soot and three times more smog-forming fumes than new natural gas buses, according to the air board.

About 69% of the state's 24,372 buses are fueled by diesel and nearly 1,000, or 4%, predate 1977, according to data in the report compiled from three state agencies.

''Everyday, our children step aboard and ride a school bus that may intensify their exposure to diesel exhaust, a known human carcinogen,'' the Coalition for Clean Air report says. ''This exposure does not end with the bus ride, however. Exposure also occurs in and around the school grounds when school buses park and idle nearby or load and unload students.''

While other vehicles on California's roads are the cleanest in the nation, school buses lag far behind.

Last year, the state air board resolved to promote alternative technologies for school buses and eliminate pre-1977 models. But little has been done to accomplish those goals. One of every five urban transit buses run on natural gas, compared with only 3% of school buses.

In its report, the Coalition for Clean Air urges the state to apply a new bus emission standard to schools. It also wants Davis and the Legislature to provide funds ''exclusively earmarked'' for nondiesel school buses. School districts, the group says, should adopt policies that phase out diesel buses, and parents should lobby for action.

The future of diesel—long considered the workhorse of America because it powers heavy-duty vehicles from trucks to trains—has been a recent focus of intense debate, especially in California.

Engine manufacturers, who oppose any efforts favoring alternative fuels over diesel, have spent millions of dollars researching ways to reduce emissions from diesel engines. They also question the reliability of health studies that find an increased cancer rate among workers exposed to high amounts of exhaust, and say there is no evidence that school children are breathing inordinate amounts.

''We're very concerned about the health and safety of the people who use our products and of the environment, but there's significant controversy at every level about the health effects,'' said William Bunn, medical director of Navistar International, the largest manufacturer of bus engines in North America. ''As we continue to determine what, if any, health effects there are, we are committed to the 'green' diesel approach.''

Mr. SABO. Mr. Chairman, I rise in opposition to the amendment.

Mr. OBERSTAR. Mr. Chairman, will the gentleman yield?

Mr. SABO. I yield to the gentleman from Minnesota.

Mr. OBERSTAR. Mr. Chairman, I thank the gentleman for yielding to me.

The gentleman's amendment is well intentioned but mal-aimed. It should be an initiative on this floor to fully fund the Clean Fuels Formula Grant Program that was established in 1998 under our TEA–21 bill. If that were fully funded, California would benefit enormously by vastly cleaner air.

Mr. Chairman, by offering this amendment, the gentleman makes a good point. I include the following article as further explanation.

HOW CONGRESS IS KEEPING LA FROM CLEANING UP ITS AIR

(By Rep. James L. Oberstar)

Los Angeles and other urban areas around the country are being robbed, and Congressional appropriators are holding the gun.

The City of Angels is famous for its smog. Every day, the exhaust gases emitted by cars, trucks, buses and industry hang over the city like a dirty brown blanket. But LA is not alone. Denver, Detroit, Chicago, Atlanta, even Duluth in my home district in Minnesota and many other cities large and small across this country are fighting the smog each and every day. Federal and state programs have been put in place to help Los Angeles and these other cities address their air quality problems. One such federal program would help reduce pollution through the purchase of transit buses that burn cleaner fuels, but not all the money allocated for that purpose is reaching those cities in greatest need.

Buses make ideal candidates for alternative fuels and technology programs. They are operated predominantly by government agencies and use centralized fueling stations. Transit agencies spend about $1 billion annually to purchase buses, and this provides a tremendous opportunity to purchase alternative fuel buses and facilities. Furthermore, the U.S. Department of Energy is considering a regulation to require transit systems to switch to vehicles that burn alternative fuels.

California has already moved in this direction. In January, the California Air Resources Board (CARB) issued regulations requiring transit operators to switch to alternatives to conventional diesel-fueled buses. The regulation affects about 8,500 buses at 75 transit agencies in California, including an estimated 3,300 buses in the South Coast Air Basin. The regulation moves forward in several steps over the next 10 years, and allows transit agencies to choose a clean diesel or alternative fuels path to lower air emissions.

On an average day, transit buses throughout the state emit some 24 tons of nitrogen oxide and 1,000 pounds of particulate matter, according to CARB estimates. In contrast, natural gas engines have significantly lower emissions of these pollutants than comparable diesel engines. (Some of these engines also emit slightly higher levels of carbon monoxide and carbon dioxide, but the increase is small compared to the reduction of nitrous oxide and particulate matter.)

On federal initiative, the Clean Fuels Formula Grant Program (CFFGP), commonly called the Clean Fuels Bus Program, can play an important role in cleaning the air. The program was established in 1998 under the Transportation Equity Act for the 21st Century (TEA 21). It authorizes $200 million per year over five years to help transit agencies purchase low emission buses and related equipment and construct alternative fuel fueling facilities. Eligible technologies include compressed natural gas, liquefied natural gas, biodiesel fuel, battery, alcohol-based fuel, hybrid electric, fuel cell, clean diesel, and other low or zero emissions technologies.

Under this program, transit authorities would buy clean fuel buses for areas that are working to address their air quality problems (nonattainment areas under the Clean Air Act). Funds would be distributed each year to local transit systems who apply, using a formula based on the area's air quality non-attainment rating, number of buses operated, and bus passenger-miles of service. The formula directs funds to areas of greatest need for clean fuels technology and provides an opportunity to improve air quality in areas such as the South Coast Air Basin, where air quality problems are the most severe.

This worthwhile program has never been implemented. The appropriators in Congress continue to ignore the law establishing the Clean Fuels Bus Program. In crafting the annual spending bills, the Appropriations Committees in the House and Senate have been earmarking all of the Clean Fuels Bus Program funds for pet projects, instead of distributing funds in accordance with the formula. Money is being appropriated for conventional diesel fuel projects without regard to the program's focus of improving air quality. This practice has eviscerated the clean fuels grant program, slowed the pace of urban air quality improvements, and robbed cities of federal funds to which they are entitled.

Los Angeles, for example, will lose $20 to $25 million in Clean Fuels Bus Program funding in Fiscal Year 2001 alone, an amount that could have easily covered the federal cost of 100 new clean fuel buses. Los Angeles will probably continue losing $20 to $25 million a year as long as the program continues to be implemented this way.

The solution is to put an end to the egregious earmarking practice by the appropriations committees and let the program operate as the law provides.

The case for full-scale implementation of the Clean Fuels Bus Program is clear. The program will reduce harmful emissions in cities that have the greatest air quality problems, marginally reduce the demand for conventional diesel fuel, and help reduce the price of conventional diesel fuel for industries such as interstate trucking. The program will go a long way toward helping Los Angeles make the switch to alternative fuel transit buses.

The time is ripe to invigorate the Clean Fuels Formula Grant Program.

The CHAIRMAN pro tempore (Mr. UPTON). Does the gentleman from Virginia (Mr. WOLF) still insist on his point of order?

Mr. WOLF. I do, Mr. Chairman.

Mr. BILBRAY. Mr. Chairman, I ask unanimous consent to withdraw the amendment at this time, and I just ask that we not just look at throwing money at this problem but make sure what we spend for transit is consistent with our federal laws.

The CHAIRMAN pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

The CHAIRMAN pro tempore. The amendment is withdrawn.

Mr. BLUMENAUER. Mr. Chairman, I move to strike the last word.

Mr. Chairman, earlier there was an interesting discussion on the floor and an amendment that was offered but subsequently withdrawn by the gentleman from Georgia. I listened carefully to his comments, and I respect his concerns, but I feel that he is absolutely taking the wrong approach, and his region of Atlanta is a good reason why.

The region of Atlanta has been characterized by some as the urban area whose growth has been the most rapid in the history of human settlement. A more than 25 percent increase in population has occurred since 1990. The city's region in that time frame has grown north to south from 65 miles to 110 miles. And, frankly, the results have been devastating.

The average Atlanta commuter drives 36.5 miles a day, the longest work-trip commute in the world. And this has had serious problems in terms of air pollution, to the point that the Federal transportation authorities have withheld resources from the Atlanta metropolitan area due to its inability or unwillingness to meet air quality standards.

This has had business implications. The Hewlett-Packard Company decided not to expand its Atlanta facilities. The city lost its 1997 top rank as the city's best real estate market and is now number 15 among 18 cities that are monitored.

It has health implications. The Centers for Disease Control has found that there is an alarming increase in obesity, and some experts have linked this to the potential of the bad air that discourages exercise, and poor urban design that makes it hard for people to walk, bike and otherwise exercise. Asthma is the number one reason for childhood hospitalization in Atlanta.

The clean air policy conformity provisions were designed to ensure that areas with air quality problems take into account the pollution impacts of proposed transportation projects. The Clean Air Act states that no transportation activity can be funded unless that activity conforms to the State's clean air plan. The State of Georgia, the Regional Atlanta Commission, and the U.S. DOT were finally sued by a coalition of environment and civic groups because of the inability to comply with the law.

Last March, the Federal Court of Appeals ruled that the EPA regulations violated the Clean Air Act and the EPA and the U.S. DOT were forced to revise their guidelines surrounding grandfathering. Now we have had the Federal Government and the environmental groups agree that the current policy is in fact appropriate, but because the State was able to turn things around so quickly, not a single dollar of Federal funding was lost in the process.

During the conformity lapse, money was redirected from polluting projects

to projects already in the plan that either had no negative impact, like bridge reconstruction and safety improvements, or showed air quality benefits, such as transit and high occupant vehicle lanes. The proposed amendment that was discussed would have undermined the conformity provisions and make it easier for regions to ignore air quality in their transportation plans, speeding the march towards gridlock and away from clean air.

But Georgia has been making progress under the current program. The coalition of citizens, business, homebuyers, and environmental groups have formed a coalition to address the air quality and traffic congestion concerns. Governor Barnes, with the support of the business community, created the Georgia Regional Transportation Authority to coordinate and oversee for the first time metropolitan Atlanta's fight against pollution, traffic and unplanned growth.

There is an exciting 130-acre redevelopment in the old Atlanta Steel site that is combining residential, retail office and entertainment space in a transit-oriented development on a brownfield site in midtown Atlanta.

Mr. Chairman, I am a cosponsor of legislation introduced by the gentleman from Georgia (Mr. LEWIS), The Road Back to Clean Air Act, which would put into law the EPA and DOT conformity and transportation planning guidelines that were key to addressing the air quality problems in Atlanta, Georgia. The bill would increase the flexibility so other areas of the country could continue to receive Federal funds for transit, safety improvements, road rehabilitation, and other projects, even during a lapse in the conformity of their transportation plans.

It is decidedly misdirected for us to retreat from our commitment to clean air and to try and use this legislation to do so. We would be far better served to try and make the system work, and in Atlanta it is working and is a model for the country.

AMENDMENT OFFERED BY MR. VITTER

The CHAIRMAN pro tempore. The pending business is the demand for a recorded vote on the amendment offered by the gentleman from Louisiana (Mr. VITTER) on which further proceedings were postponed and on which the noes prevailed by voice vote.

The Clerk will designate the amendment.

The Clerk designated the amendment.

RECORDED VOTE

The CHAIRMAN pro tempore. A recorded vote has been demanded.

A recorded vote was ordered.

The vote was taken by electronic device, and there were—ayes 218, noes 187, not voting 29, as follows:

[Roll No. 209]

AYES—218

Aderholt
Archer
Armey
Bachus
Baker
Ballenger
Barr
Barrett (NE)
Bartlett
Barton
Bass
Bateman
Bereuter
Biggert
Bilbray
Bilirakis
Bliley
Blunt
Boehlert
Boehner
Bonilla
Bono
Boucher
Brady (TX)
Bryant
Burr
Burton
Buyer
Callahan
Calvert
Camp
Canady
Castle
Chabot
Chambliss
Chenoweth-Hage
Coble
Coburn
Collins
Combest
Cook
Cooksey
Cox
Crane
Cubin
Cunningham
Davis (VA)
Deal
DeLay
DeMint
Diaz-Balart
Dickey
Dicks
Doolittle
Dreier
Duncan
Dunn
Ehlers
Ehrlich
Emerson
English
Everett
Ewing
Fletcher
Foley
Fossella
Fowler
Franks (NJ)
Frelinghuysen
Gallegly
Ganske
Gekas
Gibbons
Gilchrest
Gillmor
Gilman
Goode
Goodlatte
Goodling
Goss
Graham
Granger
Green (WI)
Greenwood
Gutknecht
Hall (TX)
Hansen
Hastings (WA)
Hayes
Hayworth
Hefley
Herger
Hill (MT)
Hilleary
Hobson
Hoekstra
Horn
Hostettler
Houghton
Hulshof
Hunter
Hutchinson
Hyde
Isakson
Istook
Jenkins
Johnson (CT)
Johnson, Sam
Jones (NC)
Kasich
Kelly
King (NY)
Kingston
Knollenberg
Kolbe
Kuykendall
LaHood
Largent
Latham
LaTourette
Lazio
Leach
Lewis (CA)
Lewis (KY)
Linder
LoBiondo
Lucas (OK)
Manzullo
McCollum
McCrery
McHugh
McInnis
McKeon
Metcalf
Mica
Miller (FL)
Miller, Gary
Moran (KS)
Morella
Myrick
Ney
Northup
Nussle
Ose
Oxley
Packard
Paul
Pease
Peterson (MN)
Peterson (PA)
Petri
Pickering
Pitts
Pombo
Porter
Portman
Pryce (OH)
Radanovich
Ramstad
Regula
Reynolds
Riley
Rogers
Rohrabacher
Ros-Lehtinen
Roukema
Royce
Ryan (WI)
Ryun (KS)
Sanford
Saxton
Scarborough
Schaffer
Sensenbrenner
Sessions
Shaw
Shays
Sherwood
Shimkus
Shows
Shuster
Simpson
Skeen
Smith (MI)
Smith (NJ)
Smith (TX)
Souder
Spence
Stearns
Stump
Sununu
Sweeney
Talent
Tancredo
Tauzin
Taylor (NC)
Terry
Thomas
Thornberry
Thune
Tiahrt
Toomey
Traficant
Upton
Vitter
Walden
Walsh
Wamp
Watkins
Watts (OK)
Weldon (FL)
Weller
Whitfield
Wicker
Wilson
Wolf
Young (AK)
Young (FL)

NOES—187

Abercrombie
Allen
Andrews
Baca
Baird
Baldacci
Baldwin
Barcia
Barrett (WI)
Becerra
Bentsen
Berkley
Berman
Berry
Bishop
Blagojevich
Blumenauer
Bonior
Boswell
Boyd
Brown (FL)
Brown (OH)
Capuano
Cardin
Carson
Clay
Clayton
Clement
Clyburn
Condit
Conyers
Costello
Coyne
Cramer
Crowley
Cummings
Danner
Davis (FL)
Davis (IL)
DeFazio
DeGette
Delahunt
DeLauro
Deutsch
Dingell
Dixon
Doggett
Dooley
Doyle
Edwards
Engel
Eshoo
Etheridge
Evans
Farr
Filner
Forbes
Ford
Frank (MA)
Frost
Gejdenson
Gonzalez
Gordon
Green (TX)
Gutierrez
Hall (OH)
Hastings (FL)
Hill (IN)
Hilliard
Hinchey
Hinojosa
Hoeffel
Holt
Hooley
Hoyer
Inslee
Jackson (IL)
Jackson-Lee (TX)
Jefferson
John
Johnson, E. B.
Kanjorski
Kaptur
Kennedy
Kildee
Kilpatrick
Kind (WI)
Kleczka
Kucinich
LaFalce
Lampson
Lantos
Larson
Lee
Levin
Lewis (GA)
Lowey
Lucas (KY)
Luther
Maloney (CT)
Maloney (NY)
Markey
Martinez
Mascara
Matsui
McCarthy (MO)
McCarthy (NY)
McDermott
McGovern
McIntyre
McKinney
McNulty
Meehan
Meek (FL)
Meeks (NY)
Menendez
Millender-McDonald
Minge
Mink
Moakley
Mollohan
Moore
Moran (VA)
Nadler
Napolitano
Neal
Oberstar
Obey
Olver
Ortiz
Pallone
Pascrell
Pastor
Payne
Pelosi
Phelps
Pickett
Pomeroy
Price (NC)
Rahall
Rangel
Reyes
Rivers
Rodriguez
Roemer
Rothman
Roybal-Allard
Rush
Sabo
Sanchez
Sanders
Sandlin
Sawyer
Schakowsky
Scott
Serrano
Sherman
Sisisky
Skelton
Slaughter
Smith (WA)
Snyder
Spratt
Stabenow
Stark
Stenholm
Strickland
Tanner
Tauscher
Taylor (MS)
Thompson (CA)
Thompson (MS)
Thurman
Tierney
Turner
Udall (CO)
Velázquez
Visclosky
Waters
Watt (NC)
Waxman
Weiner
Wexler
Weygand
Wise
Wu
Wynn

NOT VOTING—29

Ackerman
Borski
Brady (PA)
Campbell
Cannon
Capps
Fattah
Gephardt
Holden
Jones (OH)
Klink
Lipinski
Lofgren
McIntosh
Miller, George
Murtha
Nethercutt
Norwood
Owens
Quinn
Rogan
Salmon
Shadegg
Stupak
Towns
Udall (NM)
Vento
Weldon (PA)
Woolsey

□ 1213

Messrs. DOOLEY of California, MARTINEZ, JEFFERSON and BISHOP changed their vote from ''aye'' to ''no.''

So the amendment was agreed to.

The result of the vote was announced as above recorded.

Stated for:

Mr. SHADEGG. Mr. Chairman, I was attending my daughter's high school graduation and was unable to vote on rollcall No. 209. Had I been present, I would have voted "yes."

The CHAIRMAN pro tempore (Mr. UPTON). Are there further amendments?

Pursuant to House Resolution 505, the following amendment is considered adopted:

Page 54, after line 2, insert the following:

This Act may be cited as the ''Department of Transportation and Related Agencies Appropriations Act, 2001.''

The CHAIRMAN pro tempore (Mr. UPTON). If there are no further amendments, under the rule the Committee rises.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. THORNBERRY) having assumed the

chair, Mr. UPTON, Chairman pro tempore of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H.R. 4475) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes, pursuant to House Resolution 505, he reported the bill back to the House with sundry amendments adopted by the Committee of the Whole.

The SPEAKER pro tempore. Under the rule, the previous question is ordered.

Is a separate vote demanded on any amendment? If not, the Chair will put them en gros.

The amendments were agreed to.

The SPEAKER pro tempore. The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time, and was read the third time.

The SPEAKER pro tempore. The question is on the passage of the bill.

Pursuant to clause 10 of rule XX, the yeas and nays are ordered.

The vote was taken by electronic device, and there were—yeas 395, nays 13, not voting 27, as follows:

[Roll No. 210]

YEAS—395

Abercrombie
Aderholt
Allen
Andrews
Archer
Armey
Baca
Bachus
Baird
Baker
Baldacci
Baldwin
Ballenger
Barcia
Barr
Barrett (NE)
Barrett (WI)
Bartlett
Bass
Bateman
Becerra
Bereuter
Berkley
Berman
Berry
Biggert
Bilbray
Bilirakis
Bishop
Blagojevich
Bliley
Blumenauer
Blunt
Boehlert
Boehner
Bonilla
Bonior
Bono
Boswell
Boucher
Boyd
Brady (TX)
Brown (FL)
Brown (OH)
Bryant
Burr
Burton
Buyer
Callahan
Calvert
Camp
Canady
Cannon
Capuano
Cardin
Carson
Castle
Chabot
Chambliss
Clay
Clayton
Clement
Clyburn
Coble
Coburn
Collins
Combest
Condit
Conyers
Cook
Cooksey
Costello
Cox
Coyne
Cramer
Crane
Crowley
Cubin
Cummings
Cunningham
Danner
Davis (FL)
Davis (IL)
Davis (VA)
Deal
DeFazio
DeGette
Delahunt
DeLauro
DeLay
DeMint
Deutsch
Diaz-Balart
Dickey
Dingell
Dixon
Dooley
Doolittle
Doyle
Dreier
Duncan
Dunn
Edwards
Ehlers
Ehrlich
Emerson
Engel
English
Eshoo
Etheridge
Evans
Everett
Ewing
Farr
Filner
Fletcher
Foley
Forbes
Ford
Fossella
Fowler
Frank (MA)
Franks (NJ)
Frelinghuysen
Frost
Gallegly
Ganske
Gejdenson
Gekas
Gephardt
Gibbons
Gilchrest
Gillmor
Gilman
Gonzalez
Goode
Goodlatte
Goodling
Gordon
Goss
Graham
Granger
Green (TX)
Green (WI)
Greenwood
Gutierrez
Gutknecht
Hall (OH)
Hall (TX)
Hansen
Hastert
Hastings (FL)
Hastings (WA)
Hayes
Hayworth
Hefley
Herger
Hill (IN)
Hill (MT)
Hilleary
Hilliard
Hinchey
Hinojosa
Hobson
Hoeffel
Hoekstra
Holden
Holt
Hooley
Horn
Hostettler
Houghton
Hoyer
Hulshof
Hunter
Hutchinson
Hyde
Inslee
Isakson
Istook
Jackson (IL)
Jenkins
John
Johnson (CT)
Johnson, E.B.
Johnson, Sam
Jones (NC)
Kanjorski
Kaptur
Kasich
Kelly
Kennedy
Kildee
Kilpatrick
Kind (WI)
King (NY)
Kingston
Kleczka
Knollenberg
Kolbe
Kucinich
Kuykendall
LaFalce
LaHood
Lampson
Lantos
Largent
Larson
Latham
LaTourette
Lazio
Leach
Lee
Levin
Lewis (CA)
Lewis (GA)
Lewis (KY)
Linder
LoBiondo
Lowey
Lucas (KY)
Lucas (OK)
Luther
Maloney (CT)
Manzullo
Markey
Martinez
Mascara
Matsui
McCarthy (MO)
McCarthy (NY)
McCollum
McCrery
McDermott
McGovern
McHugh
McInnis
McIntyre
McKeon
McKinney
McNulty
Meehan
Meek (FL)
Meeks (NY)
Menendez
Metcalf
Mica
Millender-McDonald
Miller (FL)
Miller, Gary
Minge
Mink
Moakley
Mollohan
Moore
Moran (KS)
Moran (VA)
Morella
Myrick
Nadler
Napolitano
Neal
Ney
Northup
Nussle
Oberstar
Obey
Olver
Ortiz
Ose
Oxley
Packard
Pallone
Pascrell
Pastor
Payne
Pease
Pelosi
Peterson (MN)
Peterson (PA)
Petri
Phelps
Pickering
Pickett
Pitts
Pombo
Pomeroy
Porter
Portman
Price (NC)
Pryce (OH)
Radanovich
Rahall
Ramstad
Rangel
Regula
Reyes
Reynolds
Riley
Rivers
Rodriguez
Roemer
Rogers
Rohrabacher
Ros-Lehtinen
Rothman
Roukema
Roybal-Allard
Rush
Ryan (WI)
Ryun (KS)
Sabo
Sanchez
Sanders
Sandlin
Sawyer
Saxton
Schaffer
Schakowsky
Scott
Serrano
Sessions
Shaw
Shays
Sherman
Sherwood
Shimkus
Shows
Shuster
Simpson
Sisisky
Skeen
Skelton
Slaughter
Smith (MI)
Smith (NJ)
Smith (TX)
Smith (WA)
Snyder
Souder
Spence
Spratt
Stabenow
Stenholm
Strickland
Stump
Sununu
Sweeney
Talent
Tancredo
Tanner
Tauscher
Tauzin
Taylor (MS)
Taylor (NC)
Terry
Thomas
Thompson (CA)
Thompson (MS)
Thornberry
Thune
Thurman
Tiahrt
Tierney
Toomey
Traficant
Turner
Udall (CO)
Upton
Velázquez
Visclosky
Vitter
Walden
Walsh
Wamp
Waters
Watkins
Watt (NC)
Watts (OK)
Waxman
Weiner
Weldon (FL)
Weldon (PA)
Weller
Wexler
Weygand
Whitfield
Wicker
Wilson
Wise
Wolf
Wu
Wynn
Young (AK)
Young (FL)

NAYS—13

Bentsen
Chenoweth-Hage
Doggett
Jackson-Lee (TX)
Jefferson
Maloney (NY)
Paul
Royce
Sanford
Scarborough
Sensenbrenner
Stark
Stearns

NOT VOTING—27

Ackerman
Barton
Borski
Brady (PA)
Campbell
Capps
Dicks
Fattah
Jones (OH)
Klink
Lipinski
Lofgren
McIntosh
Miller, George
Murtha
Nethercutt
Norwood
Owens
Quinn
Rogan
Salmon
Shadegg
Stupak
Towns
Udall (NM)
Vento
Woolsey

□ 1232

Mr. MOAKLEY changed his vote from ''nay'' to ''yea.''

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. SHADEGG. Mr. Speaker, I was attending my daughter's high school graduation and was unable to vote on rollcall No. 210. Had I been present, I would have voted "yes."

PERSONAL EXPLANATION

Mr. NETHERCUTT. Mr. Speaker, I was unavoidably detained during rollcall vote 209 and 210. I request that the RECORD reflect that had I been present I would have voted "aye" on both votes.

PERSONAL EXPLANATION

Mrs. CAPPS. Mr. Chairman, today the House considered H.R. 4475, the Transportation Appropriations bill for FY2001. Due to an important family event, I was unable to vote on the measure. Had I been here, I would have voted "yes" on rollcall No. 210 and "no" on rollcall No. 209.

LEGISLATIVE PROGRAM

(Mr. BONIOR asked and was given permission to address the House for 1 minute.)

Mr. BONIOR. Mr. Speaker, I take this time for the purpose of inquiring from the majority leader the schedule for the remainder of the day and next week.

Mr. ARMEY. Mr. Speaker, will the gentleman yield?

Mr. BONIOR. I yield to the gentleman from Texas.

Mr. ARMEY. Mr. Speaker, I am pleased to announce that the House has completed its legislative business for the week.

The House will next meet on Monday, May 22, at 12:30 p.m. for morning hour and 2:00 p.m. for legislative business. We will consider a number of bills under suspension of the rules, a list of which will be distributed to Members' offices later today. On Monday, no recorded votes are expected before 6:00 p.m.

Mr. Speaker, it should be noted that there will be continuing work for a short period of time in this Chamber today on the Intelligence reauthorization, but no votes will be ordered.

On Tuesday, May 23, and the balance of the week, the House will consider the following measures, all of which will be subject to rules:

H.R. 4461, agriculture appropriations for fiscal year 2001;

Legislative branch appropriations for fiscal year 2001;

H.R. 4444, authorizing the extension of nondiscriminatory treatment to the People's Republic of China;

H.R. 3916, the Telephone Excise Tax Repeal Act; and

H.R. 1304, the Quality Health-Care Coalition Act of 1999.

Mr. Speaker, conferees are also working very hard to wrap up their work on S. 761, the Millennium Digital Commerce Act, and H.R. 2559, the Agricultural Risk Protection Act. I am hopeful that we will be able to schedule both of these conference reports for consideration in the House next week.

Mr. Speaker, I thank the gentleman for yielding, and I wish all my colleagues a good weekend back in their districts.

Mr. BONIOR. Mr. Speaker, I thank the gentleman for the information, and would ask him what days he expects the two appropriation bills, the agriculture bill and the legislative branch bill, to come to the floor?

Mr. ARMEY. I thank the gentleman for his request. It is our hope and expectation we will do agriculture appropriations on Tuesday, and expect then also to follow up with the other appropriation bill as quickly as possible.

Mr. BONIOR. Mr. Speaker, on the China debate, the Speaker has indicated to me that he expects that to occur on Wednesday. Is that the gentleman's understanding on the debate and vote on China?

Mr. ARMEY. Again, if the gentleman will continue to yield, I think it is probably better to say Wednesday or Thursday. We want it as soon as possible, but, as the gentleman knows, on votes of this magnitude any number of things can come along. So it will be Wednesday or Thursday; hopefully Wednesday.

Mr. BONIOR. So it is possible that it may slip until Thursday?

Mr. ARMEY. It is possible. I do not anticipate that, but I think it is only prudent to say that.

Mr. BONIOR. I guess it is possible it might slip altogether.

Mr. ARMEY. If the gentleman will continue to yield, the gentleman's optimism is not contagious in that regard.

Mr. BONIOR. Let me request of my colleague and the distinguished Committee on Rules chairman that adequate time be reserved on this issue for all Members to have a chance to express themselves. If it is indeed, as some on your side have said, one of the biggest votes, not only of this Congress but in a generation, then it seems to me that all Members on all different sides of this issue ought to have a chance to express themselves. So I would hope that the majority would err on the side of generosity with respect to time here, as opposed to trying to cram this into a short afternoon or a morning.

Mr. ARMEY. I thank the gentleman for that observation. If the gentleman would continue to yield, let me just say we will work with both sides of the aisle on both sides of the issue to try to get ample time for all Members.

Mr. BONIOR. I gather from the gentleman's comments that the majority has not decided yet on how to treat the Bereuter-Levin proposal in terms of whether it will be grafted on to the main issue at hand, or it will come out separately. Has there been a decision made on that that we could apprise people of?

Mr. ARMEY. If the gentleman will continue to yield, first of all, I should like to take a moment to thank both the gentleman from Nebraska (Mr. BEREUTER) and the gentleman from Michigan (Mr. LEVIN) for their hard work and willingness to work with everybody concerned with this. We will do everything we can to find a way to make sure they can be assured their work will be managed throughout the entire process.

Mr. BONIOR. Mr. Speaker, I thank the gentleman.

INTELLIGENCE AUTHORIZATION ACT FOR FISCAL YEAR 2001

Mr. GOSS. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 506 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 506

Resolved, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 4392) to authorize appropriations for fiscal year 2001 for intelligence and intelligence-related activities of the United States Government, the Community Management Account, and the Central Intelligence Agency Retirement and Disability System, and for other purposes. The first reading of the bill shall be dispensed with. Points of order against consideration of the bill for failure to comply with clause 4(a) of rule XIII are waived. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chairman and ranking minority member of the Permanent Select Committee on Intelligence. After general debate the bill shall be considered for amendment under the five-minute rule. It shall be in order to consider as an original bill for the purpose of amendment under the five-minute rule the amendment in the nature of a substitute recommended by the Permanent Select Committee on Intelligence now printed in the bill. The committee amendment in the nature of a substitute shall be considered by title rather than by section. Each title shall be considered as read. Points of order against the committee amendment in the nature of a substitute for failure to comply with clause 7 of rule XVI are waived. No amendment to the committee amendment in the nature of a substitute shall be in order except those printed in the portion of the Congressional Record designated for that purpose in clause 8 of rule XVIII and except pro forma amendments for the purpose of debate. Each amendment so printed may be offered only by the Member who caused it to be printed or his designee and shall be considered as read. The Chairman of the Committee of the Whole may: (1) postpone until a time during further consideration in the Committee of the Whole a request for a recorded vote on any amendment; and (2) reduce to five minutes the minimum time for electronic voting on any postponed question that follows another electronic vote without intervening business, provided that the minimum time for electronic voting on the first in any series of questions shall be 15 minutes. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such amendments as may have been adopted. Any Member may demand a separate vote in the House on any amendment adopted in the Committee of the Whole to the bill or to the committee amendment in the nature of a substitute. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

The SPEAKER pro tempore (Mr. THORNBERRY). The gentleman from Florida (Mr. GOSS) is recognized for 1 hour.

Mr. GOSS. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to my friend, the distinguished gentleman from Texas (Mr. FROST), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

Mr. Speaker, H. Res. 506 is a modified open rule providing for the consideration of H.R. 4392, the Intelligence Authorization Act. The most notable provision in this modified open rule is the requirement that Members wishing to offer amendments were asked to have them preprinted in the CONGRESSIONAL RECORD prior to their consideration. Notice of this requirement was provided on Monday of this week.

This provision does make sense, given the unique nature of the matters covered in this particular bill. In the past, we have found it works well to allow the Permanent Select Committee on Intelligence the opportunity to review potential amendments ahead of time in order to work with Members to ensure that no classified information is inadvertently disclosed or discussed during our floor debate. By no means is it our intent to shut out any debate on the bill in any way; we simply want to use extra caution in terms of making sure sensitive material is properly protected.

As is customary, the rule provides 1 hour of general debate, equally divided between the chairman and ranking member of the Permanent Select Committee on Intelligence. The rule makes in order the amendment in the nature of a substitute recommended by the Permanent Select Committee on Intelligence as an original bill for the purpose of amendment.

The rule further waives points of order against the amendment in the nature of a substitute for failure to comply with clause 7 of rule XVI, which prohibits nongermane amendments. This is necessary because the introduced bill was more narrow in scope, as it usually is, than the product reported out by the committee.

Finally, the rule provides the traditional motion to recommit, with or without instruction.

Mr. Speaker, this is a fair rule, given the nature of this bill, and, as far as I am aware, it is without controversy and it is the traditional rule.

That said, I encourage Members to vote for this fair rule. Furthermore, I encourage support for the underlying legislation, which I believe is well prepared and an excellent bipartisan product that will continue our joint efforts to reform and revitalize our intelligence capabilities on behalf of our country and its citizens.

Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of this rule providing for the consideration of H.R. 4392, the Intelligence Authorization Act for Fiscal Year 2001. H.R. 506 is a modified open rule requiring that amendments be preprinted in the CONGRESSIONAL RECORD. However, Mr. Speaker, the preprinting requirement has been the accepted practice for a number of years because of the sensitive nature of much of the bill and the need to protect its classified documents.

The bill is not controversial, and was reported from the Permanent Select Committee on Intelligence by a vote of 12 to 0.

□ 1245

Members who wish to do so can go to the Permanent Select Committee on Intelligence office to examine the classified schedule of authorizations for the programs and activities of the intelligence and intelligence-related activities of the National Intelligence Program, which includes the CIA as well as the Foreign Intelligence and Counterintelligence Programs, within, among others, the Department of Defense, the National Security Agency, the Departments of State, Treasury and Energy, and the FBI. Also included in the classified documents are the authorizations for the Tactical Intelligence and Related Activities and Joint Military Intelligence Program of the Department of Defense.

Mr. Speaker, yesterday the House considered and passed the authorization for the Department of Defense for fiscal year 2001. This bill and the activities it funds is another key and critical component in our national defense. The end of the Cold War has brought us a new set of threats, among them global terrorist operations, narcoterrorism and threats to computer security, in addition to threats against our military, our State Department representatives around the world and our citizens at home.

Mr. Speaker, this is a noncontroversial bill, providing authorizations for important national security programs. I urge my colleagues to support this rule so that we may consider H.R. 4392.

Mr. Speaker, I yield back the balance of my time.

Mr. GOSS. Mr. Speaker, I urge adoption of the rule. I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The resolution was agreed to.

A motion to reconsider was laid on the table.

The SPEAKER pro tempore (Mr. LEWIS of California). Pursuant to House Resolution 506 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for consideration of the bill H.R. 4392.

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 4392) to authorize appropriations for fiscal year 2001 for intelligence and intelligence-related activities of the United States Government, the Community Management Account and the Central Intelligence Agency Retirement and Disability System, and for other purposes, with Mr. THORNBERRY in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from Florida (Mr. GOSS) and the gentleman from California (Mr. DIXON) each will control 30 minutes.

The Chair recognizes the gentleman from Florida (Mr. GOSS).

Mr. GOSS. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I rise today in support of H.R. 4392, the Intelligence Authorization Act for fiscal year 2001. H.R. 4392 authorizes for fiscal year 2001 the budgets of the 11 agencies and 13 programs of our Nation's Intelligence Community.

Our bill authorizes the expenditure of what our country needs to keep its eyes and ears on the rogue states, the terrorist nets, the drug cartels overseas that threaten our well-being. It puts our satellites up and over our adversaries, our agents in their meetings and our linguists on their communications.

Mr. Chairman, our committee has examined every line of the President's budget request for the Intelligence Community. We have had over 200 briefings and have held 11 hearings on the particulars of the request. Members of the committee have personally visited a number of places throughout the world to ensure that the men and women of our Intelligence Community, many of whom must work in anonymity and obscurity, have what they need to do their critical jobs.

Through this long and painstaking process, the members of our committee have had to work through some troublesome and complicated issues to come to the unanimous bipartisan recommendations that are in this bill.

Every member of our committee contributed to this effort and I must mention the gentleman from California (Mr. DIXON), my ranking member, for his outstanding work in helping us to shape this bill.

Also the gentleman from California (Mr. LEWIS), the vice chairman of the committee, who is also the chairman of the Committee on Appropriations Subcommittee on Defense, which appropriates the intelligence funds, deserves full commendation for the outstanding work that has meant that this bill and his appropriations bill are indeed coordinated in lock-step.

Finally, let me thank the staff of the committee. Yet again they have worked together in a way that has greatly assisted the members in what would otherwise have been an impossible task in reviewing so many programs in so much depth.

I would note also that this bill represents the swan song for a senior committee staffer, Tom Newcomb, who is leaving the legislative branch where he has helped to make laws, to go to the Department of Justice where he will now have to help enforce those laws. Let us hope they were good laws. Tom has my personal thanks for his help these last 3 years on the committee and I wish him the best of luck.

I hope he is listening.

Mr. Chairman, those who have read the unclassified, public bill or the press accounts of it know that we have made many criticisms of the current state of intelligence in our Nation. This is constructive criticism. The vast majority of these criticisms derive from the weakened condition that intelligence, our first line of defense, is in after years of underinvesting and making do. The men and women of the Intelligence Community and its leaders deserve commendation for what their ingenuity and perseverance have done to hold together a vastly complicated set of programs with some proverbial chewing gum and bailing wire. As with our military, our intelligence resources are stretched to the breaking point. Indeed, it has this last year tragically unraveled and even broken more than once.

For example, a few months ago at NSA's headquarters we went deaf for 3 days, largely due to inadequate resources for maintaining their computer systems. Fortunately, again, other elements of our community kicked in and

picked up what slack they could and we did okay. But let me say clearly, had we been actively engaged at that time in hostilities in the Balkans or the Middle East or elsewhere it could have been a disaster of very high degree with American lives gravely threatened and possibly lost.

Elsewhere, the problems are just as serious. In some places our agents do not have resources to recruit and run clandestine sources to penetrate hostile threats to our Nation. We soon will not have the funds to process and actually make full use of extraordinary pictures taken by our satellites. I could go on and on.

We cannot expect our Intelligence Community to do more and more without giving them the resources to do what we ask of them. I wish I could say that this bill dramatically reverses the situation. It does not. Unfortunately, the way intelligence is funded, paid from the same budgetary pot as our military forces, the military would have to make do with even less. This is obviously a Hobbesian choice we should not have to make, sacrificing intelligence to pay for defense or vice versa. But it is the only choice we have, given the way the administration has presented the budget.

We tried to address the critical problems that we have uncovered. We cannot go all the way but we at least are going down the road in the proper direction. We do increase funding for our intelligence disciplines of human intelligence, HUMINT as it is called, and signals intelligence, SIGINT; that is, espionage and foreign communications interception. These two activities give us our most sensitive information on the plans and intentions of our adversaries.

As last year, in the area of imagery intelligence, the use of photographs, we are moving closer towards funding and planning adequately for the tasking of systems and the processing, exploitation and dissemination of the imagery derived from them. Nevertheless, our efforts do not sufficiently meet identified needs even with these efforts.

This bill also addresses some of the most urgent concerns that we have with inadequate security and counterintelligence practices within the Department of State, which we have been reading about, and other agencies as well.

Mr. Chairman, none of these issues should be a surprise to anyone. We have been telling the Intelligence Community and the administration and the public, when we can, about them and other issues for quite some time, sounding, I think, a bit like a tree falling in an empty forest.

What we have done, Mr. Chairman, is to do the best we could with the available resources. Two years ago, we started rebuilding. Since then we have made steady but agonizingly slow process to provide capabilities to enable us to confront the world as it is today, with its new threats and its new technologies.

I can only hope that some day we can accelerate the rebuild rate. I can also hope that future administrations will approach intelligence funding differently and with more commitment.

That day is not here, though, and knowing that lives can hang in the balance and do because intelligence can be very risky business, indeed we have tried to balance critically important competing priorities properly.

Mr. Chairman, as much as I wish I could have done more I believe that as a committee working in a bipartisan, or rather I should say nonpartisan manner, we put before the House the best intelligence authorization act possible. I am proud of this legislation and the people who worked on it. I strongly encourage my colleagues to support it.

Mr. Chairman, I reserve the balance of my time.

Mr. DIXON. Mr. Chairman, I yield 6 minutes to the gentleman from Georgia (Mr. BISHOP), a member of the committee that is very valuable to us, in the interest of accommodating him.

Mr. BISHOP. Mr. Chairman, I thank the ranking member, the gentleman from California (Mr. DIXON), for his accommodation.

Let me join my colleagues in wishing Mr. Newcomb well in his future endeavors.

Mr. Chairman, this is a good bill. It is a bipartisan bill. The gentleman from Florida (Mr. GOSS), and the gentleman from California (Mr. DIXON), have achieved an exceptional level of cooperation in the work of the committee.

The bill provides the resources to ensure that the President, the National Security Council, cabinet secretaries and our military forces get the intelligence they need to protect our national security.

This bill seeks to redress some of the important problems revealed by the campaign in Kosovo, especially in the area of airborne reconnaissance. These actions include investments beyond those in the President's budget request for the Department of Defense tactical intelligence programs. In all cases, these recommendations were coordinated with the Committee on Armed Services. Our bill in this area reflects the views of the Committee on Armed Services and vice versa.

The bill also recommends actions in a number of critical areas in the so-called national intelligence budget. One of these areas is the exploitation of imagery taken from satellites and aircraft, an issue of great concern to the committee for several years. It is clear to all that our ability to exploit is going to fall far behind our capacity to collect, and this is unacceptable. The administration has taken a very positive first step by asking and planning for more funds in this and subsequent budgets, but the amounts remain well short of requirements.

The committee added substantial funds to enable the National Imagery and Mapping Agency to begin a major upgrade of its information management capabilities, the necessity for which was specifically emphasized in the Department of Defense Kosovo lessons learned study.

Another important problem area concerns the National Security Agency. The telecommunications and information technology industry appears as a whirlwind with NSA, at the moment, trailing in its wake. NSA's new director, General Hayden, is a committed reformer who deserves our support. He has asked the committee to help him by closing down some of the ongoing activities and shifting resources to solving the future problems.

The committee has tried to do that in a responsible manner. This bill would give NSA substantially larger resources for modernization. At the same time, the bill would require NSA to expend more time and energy to ensure that its plans are sound.

Similarly, we think it is prudent to ensure that the executive branch apply systematic oversight of NSA's complex and expensive modernization program.

I am particularly concerned about the impact of launch failures on our intelligence activities. The committee has examined current arrangements by which the Air Force and the NRO procure launch vehicles and manage launch vehicle contracts. The committee proposed that the NRO, in the future, manage its own procurements. It is my hope that this measure will improve accountability and launch reliability, while preserving the very positive partnership between the NRO and the Air Force.

Mr. Chairman, this bill would accomplish much and I certainly urge my colleagues to support it.

Mr. DIXON. Mr. Chairman, I yield myself such time as I may consume.

□ 1300

Mr. Chairman, one of the most enjoyable aspects of serving on the Permanent Select Committee on Intelligence is that most issues which come before the committee are considered and resolved in a bipartisan way. That has been the committee's history, and each of its chairmen has worked hard to keep to a minimum those issues which might divide the committee along party lines.

The gentleman from Florida (Chairman GOSS) has been particularly tenacious in this regard. I want to thank him for that, and for the sense of fairness which he brings to the committee's work, especially with respect to the drafting of this bill.

Reliable and timely intelligence is an essential component of national security. The United States is without peer in its ability to provide high quality intelligence to policymakers and military commanders. Lives of Americans and people in countries throughout the world are saved as a result.

Maintaining that capability in intelligence, though, is expensive. It relies not only on recruiting human intelligence sources, but on the development of systems which are at the forefront of complex technology. Keeping pace with change in that technological environment requires a substantial commitment of resources.

That fact is not lost on the President and his national security team. This year the administration's budget request for the national intelligence programs, which include the programs of the Central Intelligence Agency, the Defense Intelligence Agency, and the National Security Agency, among others, was 6.6 percent above the appropriation last year.

That is a healthy increase by any standard. It clearly reflects a commitment by the administration to intelligence, and a willingness to make meeting important intelligence needs a national priority.

I support the total amount of money requested by the President for the national intelligence programs in part because of the persuasive justifications made by the Director of Central Intelligence, George Tenet, and other witnesses who appeared before the committee.

As a result of information provided during the committee's budget review, some of which was not available to the administration when the budget was submitted, the committee has made changes to the allocations of fund within the budget request. We have also made a very small increase, one-tenth of 1 percent, to the total amount in the President's request. In my judgment, the changes and the increase are necessary, and I support them.

Mr. Chairman, I spoke earlier of technological challenges facing our intelligence agencies. Nowhere are the challenges more daunting and the need to successfully address them more acute, than at the National Security Agency. Our ability to continue to collect and process signals intelligence needs to be better ensured. To do so will require new approaches to many aspects of the signals intelligence business.

The NSA director, General Hayden, has proposed changes, some of which have already been implemented. He has asked for support from Congress in resources and in other forms. I believe that this bill by and large provides that support. The Director has an important task, and the committee wants him to succeed. Given the consequences if General Hayden's modernization effort is not successful, and the significant amounts of money invested in it, the committee needs, and will, keep a critical eye focused on the NSA.

The gentleman from Indiana (Mr. ROEMER), a member of the committee, will be offering at the appropriate time an important amendment which I will support. Currently, the aggregate amount appropriated for intelligence programs and activities is classified on the grounds that to make it public would threaten national security.

The amendment offered by the gentleman from Indiana (Mr. ROEMER) would require the declassification of the aggregate appropriated amount, not for the current fiscal year but for the preceding one.

The administration has, on two occasions within the past few years, chosen to disclose amounts appropriated for intelligence. By definition, national security was not threatened by these actions. Extending and regularizing declassification, as advocated by the gentleman from Indiana (Mr. ROEMER), in my judgment would provide no information which would constitute a national security threat.

On the other hand, this limited look at how much is being spent on intelligence would enable U.S. taxpayers to be better informed about the uses to which tax dollars are being put.

Mr. Chairman, H.R. 4392 is an appropriate response to the needs of our intelligence agencies. In some cases, it begins work which we will need to sustain in the future if its promises are to be realized. I urge the adoption of the bill.

Mr. GOSS. Mr. Chairman, I yield such time as he may consume to the gentleman from New York (Mr. GILMAN), the chairman of the Committee on International Relations, for a colloquy.

Mr. GILMAN. Mr. Chairman, I thank the gentleman for yielding time to me, and I want to commend the distinguished chairman, the gentleman from Florida (Mr. GOSS), and the ranking minority member (Mr. DIXON), for bringing this measure to the floor at this time.

Mr. Chairman, I rise to engage in a colloquy with the distinguished chairman of the Permanent Select Committee on Intelligence.

Mr. Chairman, as indicated in the unclassified report accompanying H.R. 4392, the gentleman's committee is taking steps to reorganize the management, operations, and security of diplomatic telecommunications. That effort will affect the State Department, and the Committee on International Relations would like the opportunity to assess the impact of the Permanent Select Committee on Intelligence's recommendations.

Accordingly, Mr. Chairman, I am asking if the chairman would agree that as this bill moves forward, the two committees can discuss the best approach to deal with the concerns that are reflected in the report to H.R. 4392.

Mr. GOSS. Mr. Chairman, will the gentleman yield?

Mr. GILMAN. I yield to the gentleman from Florida.

Mr. GOSS. Mr. Chairman, I believe that the chairman of the Committee on International Relations has spoken correctly about this situation. The bill does address the issue of the diplomatic communications system.

As the gentleman is well aware, there will be ample time and opportunity prior to conference on this bill to address the matters of concern to the gentleman and his committee. I appreciate the chairman's willingness to support the Permanent Select Committee on Intelligence on this issue, and I am happy that he has previously expressed his support for the general direction taken by the Permanent Select Committee on Intelligence on this matter.

Mr. GILMAN. Mr. Chairman, I thank the gentleman for responding to me.

Mr. HASTINGS of Florida. Mr. Chairman, will the gentleman yield?

Mr. GOSS. I yield to the gentleman from Florida.

Mr. HASTINGS of Florida. Mr. Chairman, the telecommunications issue is a serious one. Obviously, we need to look seriously at the implications of the Permanent Select Committee on Intelligence's approach for the State Department.

I want to thank the distinguished chairman, the gentleman from Florida (Mr. GOSS), for his willingness to work with the Committee on International Relations on this matter. I look forward to the two committees working out a resolution on this matter on a bipartisan basis.

Since I am the only Member on both committees, I hope to be in the mix. I thank the gentleman for yielding.

Mr. GOSS. Reclaiming my time, Mr. Chairman, I can assure the gentleman he will be in the mix.

Mr. Chairman, with the understanding that the ranking member is in agreement, I yield such time as he may consume to the distinguished gentleman from Florida (Mr. MCCOLLUM), my colleague who is the chairman of our subcommittee that makes makes a lot of good things happen on the committee.

Mr. MCCOLLUM. Mr. Chairman, I thank the gentleman for yielding time to me, and I appreciate the graciousness of the ranking minority member.

Mr. Chairman, today I rise in support of H.R. 4392, the Intelligence Authoqrization Act for Fiscal Year 2001. I want to again congratulate both the gentleman from Florida (Mr. GOSS) and the gentleman from California (Mr. DIXON) for the product out here. It has been a bipartisan product, as it usually

is. The staff have done a great job of researching and developing very complex and important legislation.

As the chairman of the Subcommittee on Human Intelligence, Analysis, and Counterintelligence, I am satisfied that the committee has achieved its goal of providing necessary support towards rebuilding our Nation's human intelligence capability.

As noted in the committee's unclassified report, we remain quite concerned that unexpected contingency operations, extended requirements for military force protection, poor planning, and community infrastructure problems have all conspired to take desperately needed funds from our front line intelligence officers in the field.

These management and budgetary limitations have substantially undermined the committee's multi-year initiative to help rebuilding our eyes and ears throughout the world. I expect that DCI Tenet will fulfill his recent commitment to the committee that resources allocated by Congress for human intelligence activities in the field will be made available to our field officers serving in harm's way.

On a more positive note, I want to recognize some impressive achievements of the intelligence community during the past year. In the counternarcotics realm, the U.S. intelligence and law enforcement communities have shown an ever-increasing capacity to work together effectively against growing threats posed by narcotics trafficking and money laundering.

In 1999, the intelligence community played a key role in several major takedowns of narcotics kingpins in Latin America, the Caribbean, and Asia; the destruction of a major Colombian cocaine organization in Operation Millenium meant that some 30 tons of cocaine no longer arrives in the U.S. every month.

Improved analytical research by the intelligence community now provides us with a sobering and more accurate baseline of the volume of cocaine being produced in the Andean region and of the total narcotics tonnage reaching the United States.

I remain very concerned that the delay in approving the Colombia supplemental is undermining our national security objectives in that key South American ally, particularly with respect to urgent intelligence and military support needs against the growing threats posed by Colombian narco-trafficking and terrorist groups.

In the counterterrorism realm, the intelligence community also achieved some singular successes in 1999. What did not occur in that year and at the turn of the millenium gives some indication of the effectiveness of our counterterrorism efforts.

Cooperation between intelligence and law enforcement communities resulted in several significant arrests of individuals linked to Islamic Jihad and other terrorist groups associated with Usama Bin Ladin and any number of other incidences, but it does show we need to improve our border strength with Canada, and a number of other things that still remain deficient.

I do also want to express my deep concerns about the serious security failures of the State Department. There are a lot of procedures and systems that still need to be addressed there. I am not going to take the time today to discuss all of those.

There are a lengthy series of recommendations to both the Secretary of State and the DCI in the unclassified portions of the report of this committee. I certainly hope that the DCI will take the steps that have not yet been taken to exercise his authority in regard to enforcing these procedures, and to make sure that all security regulations concerning information security, personnel security, and counterintelligence measures are fully taken by the State Department.

I last want to comment on the pending receipt of the DCI's report, including the results of his review and recommendations, as well as the receipt of certification of States' full compliance with the security regulations.

The committee has recommended the fencing of a sizeable portion of those funds authorized to be appropriated through this bill for State's Intelligence Research Bureau. I wholeheartedly support the committee's action, and look forward to working with DCI Tenet and Secretary Albright to overhaul and rebuild those structures.

I, too, because he has worked so much with this subcommittee that I chair, want to commend Mr. Tom Newcomb, who is now leaving, as the chairman had indicated, to go to the executive branch of government. He has been a valuable aid in this endeavor of the committee, and we will all miss him.

What is more, I want to join the chairman and the gentleman from California (Mr. DIXON) for this bill that they have produced, and urge my colleagues to support H.R. 4392.

Mr. DIXON. Mr. Chairman, I yield 3 minutes to the gentleman from Virginia (Mr. SISISKY), a member of the Committee.

Mr. SISISKY. Mr. Chairman, I thank the gentleman for yielding time to me.

Mr. Chairman, I rise in strong support of H.R. 4392, the Intelligence Authorization Act for Fiscal Year 2001.

First, let me take this opportunity to congratulate the chairman, the gentleman from Florida (Mr. GOSS) for his efforts in producing a bipartisan bill that addresses the intelligence needs of policymakers and our military.

Additionally, praise must be also extended to the ranking minority member, the gentleman from California (Mr. DIXON), for his work in helping to craft this important piece of legislation, and for his leadership in the Permanent Select Committee on Intelligence.

The bill is very consistent with the request submitted by the President. The committee recommends additional funding in several areas resulting in modest increases over the President's request. Improvements to our intelligence, surveillance, and reconnaissance airborne platforms account for the largest portion of the increased funding.

These increases are crucial for overall military operational readiness. The bill funds additional training aircraft, eliminating the need to use some of our operational aircraft for training, effectively increasing the number of platforms available for operations. We cannot decrease the number of training aircraft because we also have a shortage of pilots.

The committee's Support to Military Operations hearing highlighted the need for more airborne platforms. During Operation Allied Force, the European Command found it necessary not only to dedicate all of its own airborne platforms to the campaign, leaving forces in Bosnia and Saudi Arabia vulnerable, but platforms also had to be borrowed from other theaters, with similar consequences to other missions. These aircraft were critical, providing threat warnings for our pilots, enabling the identification of targets, and finding downed pilots.

Even with these additional reconnaissance platforms, the European theater could not satisfy all of its intelligence, reconnaissance, and surveillance requirements. It is unacceptable to have significantly decreased readiness in theaters where our troops are deployed, and I, for one, am not willing to risk the lives of our deployed forces.

Mr. Chairman, this bill is a responsible and prudent measure. I am pleased to support it, and urge my colleagues to support it as well.

Mr. GOSS. Mr. Chairman, I yield such time as he may consume to the distinguished gentleman from California (Mr. LEWIS), the Vice-Chair of the Permanent Select Committee on Intelligence.

Mr. LEWIS of California. Mr. Chairman, I rise to express very strong support for this very fine product as produced by the committee.

Further, I, too, want to express my deep appreciation, as well as my compliments, to both the gentleman from Florida (Mr. GOSS) and the gentleman from California (Mr. DIXON) for creating an atmosphere within our committee on the floor that is totally nonpartisan, a very important element to have the kind of support we need for this product that is so important to the future of our country.

Mr. Chairman, I rise in support of H.R. 4392.

Mr. Chairman, I have a unique responsibility when it comes to the Intelligence Community and the intelligence functions of the United States. I have the pleasure of serving as an authorizer on the Intelligence Committee as its Vice Chairman under Chairman GOSS. And, as Chairman of the Defense Appropriations Subcommittee I have the responsibility for the appropriations for our intelligence systems, people and missions. In these two capacities, I am privileged to have an excellent vantage point from which to understand the U.S. Intelligence Community. Mr. Chairman, I have looked at this year's intelligence budget request from many angles, and I can tell you the bill before us today is a good one. Chairman GOSS, and the Ranking Member, Mr. DIXON have done a thorough and responsible job of looking at the capabilities of the intelligence community, its needs, and moreover, its problems that must be addressed and corrected.

This bill makes major recommendations for improving the ability of the individual Intelligence Community agencies to communicate and collaborate virtually anywhere in the world. This bill will also improve, and better secure the information technology infrastructures at the National Security Agency. Further, it makes a clear down-payment on improving the real-time tactical reconnaissance assets for the military services. Mr. Chairman, what this bill does is focus the limited funds that we are able to muster on the critical needs of the nation's intelligence functions.

Lastly, Mr. Chairman, I would like to note the close working relationship between the Intelligence Committee and the Defense Appropriations Subcommittee. In my many years as a Member of Congress, I have rarely seen, let alone been able to be part of, such a great working relationship between committees. This working relationship allows both committees to focus on the real problems and priority issues within the Intelligence Community.

That, Mr. Chairman, is what this bill does, and I recommend all my colleagues to vote for H.R. 4392.

Mr. DIXON. Mr. Chairman, I yield 7 minutes to the gentleman from Indiana (Mr. ROEMER), a member of the committee.

□ 1315

Mr. ROEMER. Mr. Chairman, I thank my good friend from California, our ranking member (Mr. DIXON), for yielding me the time.

I guess I would start by extending my compliments and best wishes to Tom Newcomb as well, too. I wish him the best in his new endeavors, and also would be remiss if I did not compliment the entire staff on the Democratic and Republican side, which I think is extraordinary and gives just great help to us as Members with very complicated issues and a very, very important budget.

Mr. Chairman, I rise in strong bipartisan support of the fiscal year 2001 Intelligence Authorization Act. I believe this bill sets about the right level of overall funding for intelligence activities next year. The President requested 6.6 percent more in funding for national programs over last year's appropriated level.

Some have complained that the administration fails to request sufficient funding for intelligence activities. The testimony I heard during our budget hearings did not convince me that we needed to go beyond the relatively robust top-line increase in this request. Nevertheless, there was room for concern about some aspects of this request and the allocation of those resources.

I have been extremely critical of one highly-classified program of great cost and exceedingly doubtful impact. I have also been extremely concerned that the heightened pace of U.S. government counterterrorism efforts arising out of the threat identified over the new millennium could not be sustained to the end of the fiscal year and into fiscal year 2001.

Finally, through oversight and legislative hearings, the compiled evidence significantly increased my concern about the state of language capabilities of intelligence community personnel. I have found that not only are there too few people speaking the language in the country, but too often the ones who do are not sufficiently proficient.

I addressed these three concerns with an amendment to transfer some of the funding from the highly questionable classified program to areas of greater need involving terrorism and language proficiency. This was a bipartisan effort, and I thank our chairman, the gentleman from Florida (Mr. GOSS), and our ranking member, the gentleman from California (Mr. DIXON) for their strong assistance and help in crafting that legislation.

Mr. Chairman, later in the debate, probably next week, I will offer an amendment to require a yearly unclassified statement of the aggregate amount appropriated for the previous fiscal year.

It is my understanding that one of the reasons offered for why the intelligence budget should remain classified is that its disclosure may provide foreign governments with the United States Government's own assessment of its intelligence capabilities and weaknesses. This to me is not persuasive.

The fact of the matter is that in our great democratic country, there is considerable unclassified information openly published containing official assessments of intelligence capabilities and shortcomings.

The intelligence community has, in fact, published the 1997 and 1998 aggregate level of spending. There are legitimate concerns about protecting, through counterintelligence measures and enhanced security, our sensitive and classified information. An accurate report of the aggregate number appropriated for intelligence each year would cause no harm to national security and would clearly be a welcome addition to the public's understanding of the roles and missions of the intelligence community.

In addition, it could also provide some measure of accountability for the agencies themselves. I urge my colleagues to support my amendment next week.

We will have, I think, a healthy and vigorous and robust discussion about that amendment, and I want to reiterate that some have, in fact, recommended going further than my amendment on several occasions.

I would remind the body that the Aspin-Brown commission which took a very serious look at whether or not to disclose an aggregate level of funding for the intelligence community, actually went much further in their recommendation than what I will propose in my amendment; the Aspin-Brown commission recommended that we publish the current year and the request.

I am simply recommending through the amendment that we publish the previous year's aggregate funding, and that we do so to make sure that we strive hard to protect our Nation's secrets, although suspected aggregate funding levels have been published many times in many publications.

Secondly, we must make sure that we have accountability from the agencies themselves. We conduct most of our hearings in a classified room, in top secret conditions, this is one small way of disclosure, of good government, of public accountability, especially in light of a 6.6 percent increase. Third, I think the general public deserves to know.

They know item by item in our defense budget that we just passed last night, what we spend on helicopters, personnel, submarines, Humvees, ships, everything we can imagine is boldly enumerated in our defense bill. We are not saying we want to do that in the intelligence bill. Although, we have item-by-item disclosure on joint intelligence and defense matters in our intelligence report, all I am simply saying is one aggregate disclosure level of what all the agencies were appropriated for the previous year.

I look forward to the debate, and I certainly respect the other side of this argument.

Mr. GOSS. Mr. Chairman, I yield such time as he may consume to the distinguished chairman of our subcommittee, the gentleman from Delaware (Mr. CASTLE).

Mr. CASTLE. Mr. Chairman, I rise also in very strong support of H.R. 4392, which is the Intelligence Authorization Act for Fiscal Year 2001. The gentleman from Florida (Chairman GOSS) and the ranking member, the gentleman from California (Mr. DIXON) are to be commended for the outstanding leadership they have provided for the intelligence community during these difficult times.

In a strong decisive and bipartisan sense, they have, I think, been wonderful leaders and supported by a staff which exhibits the exact same characteristics, and those who also serve on it also appreciate it. As chairman of the Subcommittee on Technical and Tactical Intelligence, I understand the critical need to invest in and modernize our technical intelligence and intelligence-related systems. Unfortunately, investment in our infrastructure has declined over the years, and we have reached the point where the strains are showing through.

Over the past year, news headlines have told us the story over and over again, reminding us of the grave consequences of reduced funding to our intelligence capabilities. Here are a few that made it into the press: Outdated databases at the Defense Intelligence Agency led to the accidental bombing of the Chinese Embassy; major computer systems failures at the National Security Agency; and outdated systems at the National Imagery and Mapping Agency reduced the levels of support to key consumers of intelligence.

These events are stark indications of the condition of the community's basic infrastructure and testimony to the need for revitalization.

This year's Authorization Act begins to address these substantial problems, but we understand providing the country with the capabilities it deserves and needs will take years and will require continued and unwavering support from Congress.

Simply fixing today's headline problems of outdated and broken systems does not position our Nation well to manage the diverse challenges of the future.

Our President must have sufficient capabilities and tools to support his policies to enable strong leadership and proactive diplomacy and to assure our military maintains a significant advantage over its adversaries, if, and when, needed.

In order to continue to provide this country the intelligence required, the intelligence community must modernize its infrastructure, and this year's Authorization Act appropriately supports several community initiatives to address this very important issue.

I am also pleased that we have incorporated a provision into this year's act to address an ongoing concern within the National Reconnaissance Office and their launch program. This was the outcome of a number of hearings and briefings in my subcommittee. Specifically, the NRO has a long history of overestimating the costs of launches.

Our committee has been challenged to bring about appropriate discipline in this process in the past because of the confusing morass of contracts and relationships used by the NRO. A recently completed NRO Inspectors General report confirmed and intensified our concerns.

This provision will improve our ability to hold the NRO accountable for their activities and lead to significant savings for the government and American people.

Mr. Chairman, the Intelligence Authorization Act for Fiscal Year 2001 is a responsible, reasonable and appropriate request to fund our Nation's national security needs. Our President, our policymakers, our military and the People of the United States deserve nothing less, and I ask the Members of the House to give it their full support.

Mr. DIXON. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, when this bill comes back from conference, the gentleman from Florida (Mr. GOSS) and I will have ample opportunity to thank not only the Members of the committee, but the staff for their outstanding work. Today, I would like to join the chairman of the committee and other Members who say that they will miss Tom Newcomb. The Department of Justice is certainly getting another good asset there, and we wish him well in his new endeavors there.

I would like to take just a minute, Mr. Chairman, to single out someone who I have not given enough credit to, and that is the staff assistant Ilene Romack. She keeps the minority going and on schedule. It is not the most exciting job in the intelligence community, but it is a very important job. And I just want her to know, although, she does not come to the floor, that I appreciate her hard work and the efforts on behalf of the committee.

Mr. Chairman, I yield back the balance of my time.

Mr. GOSS. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I would like to associate myself with the remarks with the distinguished ranking member about Ilene Romack. In fact, I would like to associate myself with all remarks about our staff today. I do that at some peril. We may have heard too many good things about staff today, but they do deserve it.

I also want to thank those who spoke for the kind words about myself and the gentleman from California (Mr. DIXON). It is very nice to have a committee that is working as smoothly as it does, and I will tell my colleagues, it has a lot to do with the membership of those committees. And we have wonderful Members on our committee.

Speaking from my side of the aisle, I know that everybody brings a contribution, we have heard some of them speak, various talents, various bridges to other committees, and I think that is the essence of why this is a permanent select committee that does so well. I congratulate the gentleman from California (Mr. DIXON) for his Members as well for the same reason, that we bridge to the committees we need to. We do not always agree on everything.

The gentleman from Indiana (Mr. ROEMER) has brought up one of the areas where we have a slight disagreement. We will have a little debate on that, but we do it in the best of deliberative debate forum trying to make the points, and then Members taking the positions they think are the appropriate ones.

Mr. Chairman, this is, I think, the right kind of assurance to provide to the United States of America and its people that there is good oversight of our intelligence communities. It works, and it is effective. The result is, I think we can stand here and assure the American people that our intelligence community are operating effectively and within the rules, but there is so much more to do in the world we face today with the type of challenges, which are very difficult, and the type of technology which is obviously very different. And this authorization tries to move us in that direction.

I am not suggesting we are going to get all things done that need to be done for the community in terms of this authorization, but we are certainly doing, I think, a human part of the job. For all involved, I want to say thank you. We will do the amendments, I understand, next week.

Mr. GIBBONS. Mr. Chairman, I strongly support H.R. 4392, the Intelligence Authorization Act for fiscal year 2001.

But, Mr. Chairman, before I speak to the issue of the bill before us, I would like to take a moment to recognize the great bipartisan leadership that Chairman GOSS and the ranking member, Mr. DIXON, have brought to the Intelligence Committee and, moreover, to the creation of this bill. I have had the privilege of serving on the Intelligence Committee for the past 3 years, and I can attest to the commitment these two leaders make to the committee, our intelligence community, and the security of our country. Chairman GOSS, thank you for your leadership. And, thank you, Mr. DIXON, for your service to our intelligence community.

Mr. Chairman, as one of only 16 members of the Intelligence Committee, I fully recognize the trust placed on us by all Members of the House to ensure that the highly classified work we do is in the proper interests of the United States of America. I take the responsibilities of that trust very seriously. That said, I can tell you that the Intelligence authorization bill before us today is one that I strongly support, and one that I urge all Members to support.

Is it a perfect bill? No, it's not perfect. Truth is, I would rather that the bill were proposing a larger increase in spending for the national intelligence functions. It is not hyperbole to tell this body that the world is a much more volatile and unpredictable place than it was during the cold war. Crises around the world pop up literally overnight and are stretching our limited intelligence assets to the breaking point. These crises require a great deal of intelligence effort. Just because a hot spot doesn't threaten the very existence of the United States, doesn't mean that we can provide any less intelligence support if even one U.S. life is at stake.

A single nuclear, chemical or biological weapon can still do tremendous damage, as can one large truck bomb. Usama Bin Laden and his cohorts continue to terrorize parts of the world. These asymmetric threats to our national security are real and we must have the intelligence means to know as much about them as we can. To properly respond to these threats we need more human sources around the world, we need more and better technologies to help our intelligence analysts interpret the vast amounts of data they must work through, and we need better collaboration among the various intelligence disciplines. All this takes money.

Unfortunately, the budget requests we have been provided have not adequately addressed the proper funding necessary to ensure we have a strong ''first line of defense''—our intelligence community. And, the small increase that we've made to the national intelligence effort does not do all we need to do. In that respect, Mr. Chairman, this is not a perfect bill.

However, is this a good bill? Yes, Mr. Chairman it is. We have made specific and, in some respects, dramatic recommendations to improve intelligence system modernization, collaboration, and communication. On the tactical intelligence side, we focused a great deal of attention on the testimonies of the theater commanders in chief and have provided significant funding for critically needed tactical intelligence systems.

They told us often and loud that they required more intelligence, surveillance and reconnaissance assets. To that end we have made recommendations for providing the military with badly needed reconnaissance aircraft and training systems. We have made recommendations for funding spare equipment and for providing commercial satellite imagery support. We have also recommended funding for improved imagery and signals intelligence systems.

In short Mr. Chairman, this is a good bill that addresses the most critical intelligence needs of our military and our national leadership. And, it does it with a modest increase to the overall request.

I encourage my colleagues to support H.R. 4392.

Mr. BOEHLERT. Mr. Chairman, I rise today in support of H.R. 4392, the Intelligence Authorization Act for fiscal year 2001. The intelligence agencies has been struggling to meet the many demands for information arising from chaos that reigns in much of the world, the conflicts that flare up in far flung corners, the unprecedented level of diverse U.S. military deployments, and a foreign policy that is often unclear. For the national agencies, this bill provides only a small amount above the President's request, to help our intelligence agencies meet these challenges.

One of the prime beneficiaries in the bill is the CIA. The CIA, contrary to popular belief, claims only a small percentage of the overall intelligence budget. I have become particularly interested in the challenges faced by Human Intelligence, or ''HUMINT,'' as we on the Intelligence Committee call it. Although human beings—spies, if you prefer—are expensive, studies have shown that the money devoted to them is well spent, and that their productivity holds up well against that of the expensive technical systems receiving the lion's share of the intelligence budget. It may be old-fashioned, but it works. We may constantly be pushing for sophisticated and expensive new technology, but there is no substitute for the eyes and ears of human beings on the ground.

I have made a point to speak and more importantly to listen, to our operatives abroad. Like others on the committee, I have heard the consistent theme that there are very limited operational funds. If you want to recruit people to your cause, you need to get out there and meet them, earn their trust and then entice them into the fold.

Unfortunately, as our committee report states ''contingency operations'' have taken money from CIA espionage ''limiting our efforts to rebuild our eyes and ears around the world.''

Last year, the committee made sizable increases to operational funds, only to find that these were taxed within CIA to support other underfunded but, from our perspective, low priority, activities. When we checked this spring, the committee found a lot more ''tail'' but little more ''tooth.'' We let it be known that we were most displeased. This year, we are trying again. To say the least, we will be watching the ledgers with an eagle eye. And committee members will be double checking out in the field as well.

Out there in the trenches, they also need a lot more language training. Indeed, this is a chronic deficiency throughout most of the Intelligence Community. This year, I was most pleased to work with my colleague across the aisle, Representative ROEMER, to increase funds for language training. Our people in the field need to be able to communicate and interpret accurately. This also is an area I intend to pursue in the future.

The Intelligence Committee provides very vigorous oversight and has a good track record for finding deficiencies, excesses and problems. We will continue to do our job, and we ask your support for our bill.

Mr. BASS. Mr. Chairman, as a member of both the Budget and Intelligence committees, I have been especially sensitive to what we call top line issues—how much money is available overall, and whether it is generally adequate.

Pressures to keep down the allocations for defense have also had an adverse ''trickle down'' effect on intelligence, since intelligence is funded within the defense top line. For the last decade, intelligence lost a large part of its buying power, after absorbing reductions both indirectly from inflation and directly from budget resolutions.

In this regard, we recently suffered several particularly bad years. The administration's request this year increased somewhat, providing partial relief from the decline. Striving to remain within established financial boundaries, the committee gave the national intelligence agencies only slightly more than the request. The service portion of the budget, where we share jurisdiction with Armed Services, enjoyed greater increases. This willingness to sacrifice a share of the hard-pressed military budget acknowledges the heavy service dependence on tactical intelligence, and the need to improve it.

The situation among the national agencies is also problematic. Most of them have been squeezed for a decade and are showing the effects. Personnel numbers have been reduced significantly, but even if reductions continue, it is a struggle to keep personnel costs at the same budget percentage, because the costs per individual are climbing steeply. Personnel are used mainly to process and report the large amounts of collected information; but there are many fewer available to do this, even as much more data pours in from sensors that must become increasingly sophisticated in order to keep up with the targets. As a result, this ''downstream'' part of the business, and our overall efficiency, are suffering greatly.

Among the major intelligence agencies, the National Security Agency is particularly hard pressed, since targets and their communications, radar and telemetry technology have been changing at a dramatic pace. NSA requires nearly complete re-tooling to catch up and keep up, but this costs a lot of money. NSA's budget has been in steady decline.

On the imagery side, the struggle to pay for exploitation and dissemination of the large volume of imagery required especially by military customers is pretty well know. This is another ''downstream'' problem exacerbated by declining numbers of human photo-interpreters.

Five years ago, the House Intelligence Committee warned the administration that we must find a way to make our satellite collectors much less expensive, or the NRO would take a growing portion of the declining intelligence budget, and we be unable to use effectively what they collect. We lost that budget battle. However, it is now clear that our predictions were accurate. And the situation is getting even worse because of cost overruns in NRO programs.

We realize that everyone wants a ''peace dividend'' that shifts money from national security programs to domestic priorities. We want one ourselves. However, the breakup of empires historically is accompanied by regional confusion and conflict such as we witness today. Continued U.S. involvement in regional stabilization efforts comes at a price, often a high price. In addition, the breadth and unacceptability of terrorism, narcotics trafficking, proliferation and other cross-border challenges present unique challenges at this particular time.

We are striving to make the Intelligence Community more efficient. We have done this within agencies and are suggesting a few precedent-shattering initiatives that cross agency boundaries, in both the communications and analyst areas. But there is only so much we can do, especially within the patchwork of compromises that makes up the congressional process. In several important areas, we are in trouble.

Mr. GOSS. Mr. Chairman, I yield back the balance of my time.

The CHAIRMAN. All time for general debate has expired.

□ 1330

Mr. GOSS. Mr. Chairman, I move that the Committee do now rise.

The motion was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr.

DICKEY) having assumed the chair, Mr. THORNBERRY, Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H.R. 4392) to authorize appropriations for fiscal year 2001 for intelligence and intelligence-related activities of the United States Government, the Community Management Account, and the Central Intelligence Agency Retirement and Disability System, and for other purposes, had come to no resolution thereon.

GENERAL LEAVE

Mr. GOSS. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on the bill (H.R. 4392) to authorize appropriations for fiscal year 2001 for intelligence and intelligence-related activities of the United States Government, the Community Management Account, and the Central Intelligence Agency Retirement and Disability System, and for other purposes.

The SPEAKER pro tempore (Mr. DICKEY). Is there objection to the request of the gentleman from Florida?

There was no objection.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF HOUSE RESOLUTION 396

Mr. DICKEY. Mr. Speaker, I ask unanimous consent to remove my name as a cosponsor of House Resolution 396?

The SPEAKER pro tempore (Mr. THORNBERRY). Is there objection to the request of the gentleman from Arkansas?

There was no objection.

ADJOURNMENT TO MONDAY, MAY 22, 2000

Mr. DICKEY. Mr. Speaker, I ask unanimous consent that when the House adjourns today, it adjourn to meet at 12:30 p.m. on Monday next for morning hour debates.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Arkansas?

There was no objection.

DISPENSING WITH CALENDAR WEDNESDAY BUSINESS ON WEDNESDAY NEXT

Mr. DICKEY. Mr. Speaker, I ask unanimous consent that the business in order under the Calendar Wednesday rule be dispensed with on Wednesday next.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Arkansas?

There was no objection.

WHO IS TO BLAME

(Mr. GIBBONS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. GIBBONS. Mr. Speaker, yesterday the White House announced that it would work to compensate the victims of the Los Alamos wildfire. Well, Mr. Speaker, how generous of the administration to compensate the victims of a wildfire which its own agency, the National Park Service, is responsible for starting.

Of course, neither the administration or the Park Service accepts responsibility for the environmental disaster that has left hundreds of people stranded, over 400 homes destroyed, and has burned almost 50,000 acres. Instead, they have pledged compensation, which will ultimately cost the American taxpayers millions of dollars.

Meanwhile, the local superintendent who has acknowledged responsibility for igniting the blaze, in spite of adverse weather warnings, was given a paid vacation. They might as well have said congratulations. Mr. Speaker, the National Park Service and its personnel need to be held responsible for their actions, especially when those actions result in such extensive environmental devastation.

I yield back the administration's disgraceful inability to accept responsibility for its own negligence.

SPECIAL ORDERS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 6, 1999, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

MOST FAVORED NATION TRADE STATUS FOR PEOPLE'S REPUBLIC OF CHINA

The SPEAKER pro tempore. Under the Speaker's announced policy of January 6, 1999, the gentleman from Michigan (Mr. BONIOR) is recognized for 60 minutes as the designee of the minority leader.

Mr. BONIOR. Mr. Speaker, I apologize for delaying the Chair, and I thank the Chair for its patience.

Mr. Speaker, I would like to take to the floor this afternoon to continue our discussion on most favored nation trade status with the People's Republic of China.

As I have said before, the problem that we are faced with, the challenges and the choices that confront us here, are support for our basic cherished values; the right to practice one's religion; the right to assemble and organize and collectively bargain for a decent wage and benefits and health care, and all the things that many of our citizens enjoy; the right to form political organizations so that ideas, such as good wages, decent working conditions, health care, good educational opportunities, can flow from political participation. All of these rights are kind of central to this debate on China, because in China today they do not enjoy what we enjoy here, and that is the ability to do these things.

China is a brutal, authoritarian police state. If the government is disagreed with, if one tries to form a political organization, if an individual tries to form a religious organization, if someone tries to form a trade union, they will end up in jail. And that is where, my colleagues, literally tens of thousands of Chinese dissidents, freedom fighters, people who care about democracy are languishing today in prison, because they dared to try to speak out to better their human condition in these areas.

Why is it so important for us to stand with them and not with the government of China and their partners in this trade deal, the multinational corporations, most of whom are American? Why is it important to stand with these heroes? It is important to stand with them because those values that we cherish, those first principles of our government, the right to be able to express ourselves in the God that we believe in, in the political organization that we want to affiliate with, in the worker organization that we want to band with in order to improve our economic lives, these are central tenets of what democracy is all about.

The State Department's Country Report on Human Rights, in their last report, said that China's poor human rights record deteriorated markedly throughout the year as the government intensified efforts to suppress dissent, particularly organized dissent; the government continued to commit widespread and well-documented human rights abuses in violation of internationally accepted norms.

Permanent Favored Nation Trading Status supporters can claim that the Internet and technology will help unshackle the Chinese people, but the evidence shows the opposite is happening. According to the State Department, and I quote,

> Authorities have blocked, at various times, politically sensitive Web sites, including those of dissident groups and some major foreign news organizations, such as Voice of America, The Washington Post, The New York Times, and the British Broadcasting system.

Just yesterday, outside these chambers on the lawn of the Capitol, we had approximately 100 dissidents from China who are now in exile, many of whom have spent 3, 4, 5, 10, 13 years in jail. They were here with us, and we formed a line with a linked chain

threading us as we marched around the Capitol grounds. And then we had them come and speak to people who were interested in hearing what they had to say, and they all spoke about the need not to reward China with this Most Favored Nation status by taking away an annual attempt to review their human rights record, their dismal record on human rights.

They asked us not to do it, because every time that we continue to have this debate, every time that we raise these issues, the Chinese are placed in a very hard, difficult position, a position they cannot defend, and we make progress each time we have this debate.

Wei Jingsheng, the great dissident and leader at Tiananmen Square and other activities in China, who is here now in exile in the United States, who spent years and years and years in prison, said do not grant permanent trade status to China right now. He said to continue to trade, continue to engage, continue to dialogue, but do not give them most favored trade status permanently; have the annual review. Because he knows how important it is for those who are still in the gulags, still in the prisons, still fighting for justice and freedom and liberty in China today.

So I would say to my colleagues, the news is always not good for workers in China. The government continued to tightly restrict workers' rights, and forced labor in prison facilities remains a very serious problem, according to the State Department, and they give us some examples in the State Department report.

For instance, there is the case of Guo Yunqiao. He led a protest march of 10,000 workers to local government offices following the 1989 massacre. He is currently serving a life term in prison for doing that on charges of hooliganism. Imagine that: Protesting on behalf of 10,000 workers of local government offices following the massacre at Tiananmen Square, and this man is facing a life in prison.

In the case of Guo Qiqing, who was detained in Shayang County on charges of disrupting public order, he has organized a sit-in to demand money owed to the workforce.

Or the case of Hu Shigen, an activist with the Federation Labor Union of China, in prison in Beijing No. 2 prison, and has 12 years remaining on his sentence. He is seriously ill. He has been charged with counterrevolutionary activities.

And the cases go on and on and on.

Despite the considerable leverage that we have, with 40 percent of China's exports coming to the United States, our negotiators did not lift a finger to help on human rights or labor rights or religious freedoms. We can do much better than what we have done.

□ 1345

I would say on the religious front, there is widespread religious persecution in China today against Buddhists, against Christians, against Muslims, against people who want to practice their faith.

If you do, if they indeed do, you cannot belong to the military, you cannot belong as a worker in the government, you cannot belong to the ruling party if you practice your religion in China; and to practice it in an organized way will often get you a long jail prison sentence.

Recently two Catholic bishops and archbishops have spent over 30 years in prison because of their leadership in our church.

Mr. Speaker, the list goes on and on and on and the repression goes on and on and on.

The distinguished gentleman from Northern Virginia (Mr. WOLF), a friend and colleague of ours, was successful, very successful, in getting a commission established. It is called the U.S. Commission on Religious Freedoms. And it was established in order to look specifically at the issue of whether people can practice their faith in China.

Seven of the nine people who were appointed to that commission were appointed by people who share the view that we should have unfettered free trade, most favored nation trade status with the Chinese. So the people on the Commission, for the most part, came there with the blessing of these kinds of leaders, the President, the leaders of the respective bodies in the House and the Senate.

So it was a surprise when the last couple weeks ago the U.S. Commission on Religious Freedom issued its annual report. The Commission, as I said, is independent. Seven of its nine members were appointed by supporters of permanent MFN. The Commission opposes permanent most favored nation trade status for China without substantial human rights improvements. They came out opposed to this deal because they understand the political and religious repressions that are ongoing at this very minute in China today.

Their leader, Rabbi David Saperstein, a highly respected religious leader, is chairman of the Commission. Excerpts from the Commission's findings and recommendations read as follows: ''The Chinese Government's violations of religious freedom increased markedly during the past year.''

Another quote: ''Roman Catholic and Protestant underground house churches suffered increased repression. The crackdown included the arrest of bishops, priests, and pastors, one of whom was found dead in the street soon afterward. Several Catholic bishops were ordained by the Government without the Vatican's participation or approval.''

Another quote in the report: ''The repression of the Tibetan Buddhists expanded. The Government authorities in Tibet, in defiance of the Dalai Lama, Reting Lama, another important religious leader, Karmapa Lama, he had to flee to India.'' And it goes on and on and on. And it says at the end of the report, ''While many of the commissioners support free trade, the Commission believes that the U.S. Congress should grant China permanent normal trade relation status only after China makes substantial improvements in respect for religious freedom.''

Michael Young, Dean of the George Washington University Law School, who describes himself as a passionate believer in free trade, said, ''The extraordinary deterioration of religious freedoms in China is close to unprecedented since the days of Mao.'' Mr. Young cited cases of women beaten to death by police for trying to practice their religion.

The conditions the Commission laid out are reasonable, and they include the following: Requiring China to provide unhindered access to religious leaders including those in prison detained or are under house arrest in China. Secondly, release from prison all religious prisoners in China. And third, requiring China to ratify the International Convention of Civil and Political Rights.

So you have the State Department's Country Report on Human Rights Practices, which I outlined, which is very, very critical of China. You have the Religious Commission which says, do not do what we will be voting on this next week, giving them permanent trade status, because they have not respected religious freedoms and liberties. And now because the votes are not there and this issue is in jeopardy, we perhaps will have grafted onto the China deal a concept or an idea to create another commission.

We do not need another commission, Mr. Speaker. We have enough commissions. We have enough reports. And the reports are the quite clear. This is a brutal, suppressive dictatorship that says to its people, you organize, you actively engage in religious freedom, political freedom, human rights issues, you challenge us on the environment and you can very easily expect that you will end up in prison.

You cannot maintain free markets, unfettered free markets, without free trade, without free people. You can have unfettered markets and you have can free trade. But unless you have free people, you will not be able to maintain that which you seek to do. Because at some point in your society things will come apart, as they did in Chile when they had so-called economic reforms under Pinochet, as they did in Nazi Germany under Hitler, as they did with Mussolini, as they did with Suharto in Indonesia recently.

Governments that are corrupt, that are repressive, and who just take advantage of their people in terms of

slave labor in the end have immense problems and difficulties and eventually fall.

My friend the gentleman from Ohio (Mr. BROWN) who has been most eloquent and passionate on these issues has joined us. I will yield to him for a remark. Then I want to talk about, if I could, we can share some thoughts on the economic piece of this and the sweatshops where the Chinese people work.

Because the other part of the freedom piece of this trade deal, as he well knows, is that there are people working in shoe factories, in textile mills, you name it, by the millions in China today who are making anywhere between 3 and 20 cents an hour, working 6 days, 7 days a week, 12 hours a day, putting together $135 pairs of Nike shoes with toxic glue without wearing anything to cover their hands.

It is a repressive type of atmosphere outlined in this very well put together book ''Made in China'' by Charlie Kernigan of the National Labor Committee, which I encourage everyone to pick up and read. These people are really indentured servants in many ways. They work for a whole month for wages that are not adequate for them to even buy one of the pair of shoes that they make.

So it seems to me that when you have a situation economically internationally where corporations here in America can go over abroad, whether it is Mexico or China, to manufacture products that were made here, whether they are shoes or bicycles, Huffy is a good example that used to make bikes in the State of Ohio and now is in China and Mexico. When they move their facilities to these different countries, they do it for a reason. They do it because they do not have to deal with benefits, they do not have to deal with laws protecting workers, they do not have to pay decent wages.

And, of course, they cannot sell these products in China or in Mexico because the workers there, as I have just mentioned, do not make enough to purchase that which they make. So Mexico and China then become what are known as export platforms and these products are shipped right back here for sale. And, of course, we lose good-paying manufacturing jobs in this country and the multinationals make out and workers on both sides of the border do not.

Mr. Speaker, I yield to my friend the gentleman from Ohio (Mr. BROWN).

Mr. BROWN of Ohio. Mr. Speaker, before we talk about the ''Made in China'' report and the literally slave labor conditions under which literally millions of young women in China, almost all young and mostly women, I want to follow up on some things that the Democratic Whip talked about in terms of human rights.

We have, for 10 years, been engaging with China. We have traded with China. We have opened our markets to China. During that entire 10-year period, the Bush administration, even the Reagan administration before the Bush administration, the Clinton administration have told us over and over that China would be freer, that engaging with China would really help.

You can look in these last 10 years and see how things are growing worse, they are continuing to go downhill. The gentleman from Michigan (Mr. BONIOR) mentioned the State Department's Country Report outlining the conditions in China actually were worse this past year. As China has tried to woo us to get into the World Trade Organization, conditions were worse last year than the year before.

In fact, if we look at last year's Country Reports, the language that describes China's behavior towards Tibet and towards other outlying areas from the central government and towards minorities, in the language that the Country Reports describes Serbia's treatment of Kosovo, the language was almost identical. We bomb Kosovo, yet we give trade advantages to China.

The National Religious Commission that the gentleman from Michigan (Mr. BONIOR) mentioned talked about religious persecution in China. The animosity and the hostility of the central government of China towards religion in China is worse than at any time since the cultural revolution in the mid 1960s. The United Nations Commission on Human Rights the Chinese continue to ignore.

So some in this body want to put faith in this congressional commission that has been suggested as some way to deal with problems of labor rights and human rights.

The Chinese do not pay attention to our official Department of State Country Reports. The Chinese has not paid any attention to the Religion Commission. The Chinese have not paid any attention to the United Nations Commission on Human Rights. Why would they pay any attention to a congressional task force that this body might pass in tandem with permanent most favored nation status trading privileges for China?

As William Saffire, a generally conservative columnist in the New York Times, said in the paper yesterday after conversing, interestingly, with Richard Nixon, who told him that this engagement and trade and probably right before Nixon died had probably gone too far, Nixon said, I think we may have created a Frankenstein, talking about human rights abuses, talking about all the child labor and all of that in these countries. Safire said that we in this country have continued to feed the military machine in China.

That is really what we are doing with engagement. We are feeding the suppressive regime, not just their military, but their police state, feeding of the police statement machine, too. And that is why the crackdown on religion, the crackdown on human rights, the oppression of workers, all of that have continued to get worse in China because the state apparatus is getting wealthier and wealthier, has better and better technology as they continue to get technology from American business and western business in China, as they continue to upgrade their oppressive regime and that regime is fed by all the investment and all the dollars that we send to China through our business investments.

One more point I would like to make. The gentleman from Michigan (Mr. BONIOR) mentioned the ''Made in China'' report that really does outline the behavior of several U.S. businesses: The Kathie Lee, Wal-Mart, Alpine, Huffy, which permanently laid off 850 Ohio workers making $17 an hour about a year ago, replacing them with Chinese workers, all young, almost all female, all under 25, many of them 16 and 17, making literally less than 2 percent of what they were making in China.

□ 1400

But this report underscores one other thing about why engagement with China is not working, and, that is, that investors from the West, investors from the United States and other western nations have begun to shift in the last 5 years, have massively shifted their investments in the developing world from democracies to authoritarian countries. They are less interested in India, a democracy, and more interested in China, an authoritarian government. They are less interested in Taiwan, a democracy, and more interested in Indonesia, a police state. Investor dollars from the West have been attracted to these kind of regimes because they can hire people at 20 and 30 and 40 cents an hour. Any time these workers have even complained about working conditions, they are fined or penalized or jailed in some cases and sometimes even worse. This workforce in China is young, it is female, it is inexperienced, it is docile, it does not talk back, and it does not fight back. That is the kind of workforce that investment dollars from the United States seems to be attracted to.

That is why passing permanent most-favored-nation status trading privileges for China will lock in that oppressive regime, will cost American jobs, will hurt the Chinese, will lock into this life-style, this slave labor life-style that too many Chinese workers already are subjected to and will make things worse.

Mr. Speaker, if I could add one more point. One other thing that seems to be happening is that the United States, Federal law from the 1931 Trade Act and from the 1992 agreement with China says that in this country we are

not allowed to accept into the country products produced by slave labor. When we have documented that workers are making between three and 35 cents an hour and in many cases those workers are charged for their room and their board and their clothing from that three to 35 cents an hour, it is pretty clear that an awful lot of these products, Kathy Lee handbags at Wal-Mart, shoes from Nike and Keds, all kinds of other products at Wal-Mart, bicycles from Huffy, that these products are made by slave labor when somebody is making only cents an hour and much of that is taken back from them by charging them for the clothes and the food they eat, the clothes they wear and the beds they sleep in. When that is happening, our government should say we are not going to accept those products made by slave labor. That has only happened once in the last 10 years, in 1991, did our government say you cannot let a product into the country that was made by slave labor. But we are aware as Harry Wu, a very courageous Chinese man that lives now in the United States who spent 20 years in prisons went back to China and documented case after case after case of products that were made under slave labor conditions and sold into the United States, our administration, the Republican leadership in this Congress and the administration should say, we are not going to vote on Chinese most-favored-nation status trading privileges until we investigate whether these slave labor products are being brought into the United States. It is illegal, and we ought to get to the bottom of it. We have no business voting on this until we really do find out if these are slave labor products.

Mr. BONIOR. I think the gentleman is right on target and absolutely correct in his assessment. I want to thank him for his eloquence and for his passion and for coming to the floor night after night to express his concerns on the questions of basic human rights and political and religious freedoms. They are very important parts of our international trade debate. They need to be a part of that debate. People tend to forget often in our country as the gentleman from Ohio well knows that the market by itself will not bring about these political, religious and labor reforms that are needed for workers and families. What brings that about is the ability of people to come together, to form civic organizations, and to fight these repressive laws and practices. It is what happened in the United States of America 100 years ago during the progressive era in our country. The free market did not provide the benefits that we often take for granted today. What provided the good wages, the health care, the pensions, the safe working conditions, the right to vote, the right to form political organizations, the right to freely practice your religion, the right to speak out like I am speaking out now and you can speak out when you walk out of this building, what made all of that happen were courageous people like Wei Jingsheng and Harry Wu who are now trying to bring that about for the people of China. People in this country had to fight corporate conglomerates, trusts and power in order for workers to have the benefits we enjoy today. It did not just happen. People protested, they marched, they picketed, they were beaten, they went to jail and some, yes, even died in order that we could enjoy today many of the things that we have. Those same struggles are happening in China and other parts of the developing world.

A central question in this debate, certainly one of the central questions is whose side are we on? Are we on the side of those people who are trying to organize in China for a better life for the Chinese people? Are we on the side of the multinational corporations who promise us that this will help our economy and create jobs when the reality is it does just the opposite?

Let me demonstrate that point, if I could. This is a confusing looking chart, and I will try if I can to simplify it. The chart says U.S. goods trade balance with China, tariff cuts, agreements, 20 years of most favored trade status and accelerating collapse. What this chart shows is that our trade deficit, our trade account with China, has mushroomed, has exploded over the past 20 years. We now have a trade imbalance with China, they send us much more than we send them, of about $70 billion. Just this morning, the March trade figures came out and showed that we were running a $5.1 billion trade deficit. Last March we were running a $4.1 billion trade deficit. That is just for 1 month. So it has increased by $1 billion just over a year ago for the month of March. Much of that is with China. Not quite but almost 40 percent of the goods that are made in China are shipped to the United States of America. Two percent of our goods manufactured here go to China. So they are sending much more to us than we are sending to them. As a result, we have this trade deficit with the Chinese.

You might say, why is that? There are many reasons for that. One reason that we cannot get into the Chinese markets is because they do not live up to any of their trade agreements. On this chart, this is the deficit, swelling from almost zero out this far to $70 billion. What is written in here are the agreements that were done over the last 20 years to try to get us into their market, allow us to sell textiles and space materials and all other types of agreements dealing with intellectual property and software, you name it, a whole series of agreements worked out with the Chinese. You would think after each agreement we would have more access to their market and this number would diminish. Just the opposite. It has expanded. It has increased. The reason is they do not live up to their word. They have no compliance or no enforcement mechanisms in China to implement their agreements. And so we have this ballooning $70 billion deficit.

The people who are promoting this trade deal say, ''Well, this is another trade piece. This is one of many agreements. This one is really going to work because it is going to reduce our tariffs, so we will be able to send more into China and it will cost less and people will buy it there.''

If you look at this chart, you can see that we had two tariff reduction agreements with the Chinese. China lowers its average import tariffs from 42 percent to 23 percent. What happened? The deficit continued to grow, even after they lowered the tariff. Then they lowered it to 17 percent from 23, and it continued to grow even more. The reason is, they just do not let our stuff into their country. They find a way to keep it out. In this latest agreement, Ms. Barshefsky, our trade representative, went there and did a deal on wheat. Now, the first thing people should understand is China is awash in food. They have a lot of food, a lot of food goods. They have a lot of food in storage. Keep that in the back of your mind when you are told that you will be able to ship fruits and vegetables and grains and meats and all these other agricultural products. Right after she did the wheat deal, one of the top Chinese people in the government who deals with agriculture and wheat said the deal that would allow X amount of imported grain, wheat in this case into China, is a deal ''in theory only.'' Those were his words. In theory only. So already they are backing away from that opportunity.

In the area of intellectual property, and by that I mean software, digitalware, tapes and those kinds of things, 95 percent of all intellectual property sold in China today is pirated material, in other words, copied and pirated. We get very little benefit as a result of that. In fact, it is so egregious that the ministries that are supposed to write the laws against pirating materials use pirated software. I could go on and on and on. It is quite tragic and it is quite sad.

The other part of this trade agreement that I think people need to be cognizant of is the proponents of it will say, yes, but it will open up their markets, it will allow us to sell more goods to China. What it will do is require our multinational corporations to establish their facilities in China. It will take our jobs and export them to China. Those facilities will be built, people will be hired for three cents to 35 cents an hour, slave wages, indentured servitude, products will be put together

and they will be shipped back here to the tune of about 40 percent of all of China's exports and sold here to the best market in the world, certainly China's best market, the United States of America. So what we get out of this is compliance, and compliance is not the right word but working together with the Chinese to undermine these basic fundamental human rights, what we get out of this as well is our manufacturing capabilities moving offshore to China, China becomes an export platform because people making three to 35 cents an hour cannot buy the Nike shoes that they are making or the Motorola cell phones that they are making or the television sets that they are making because they do not make enough money, so they are put together and they are shipped right back here and sold to our people.

Yes, our people get other jobs. They lose their good manufacturing jobs here, and they get other jobs, but they get jobs that pay a half to two-thirds of the amount that they were making before. As a result of that, people end up often working two jobs, sometimes three jobs, and you have got America on this treadmill. We are doing very well economically but people's lives have changed radically. They do not have enough time for their families or for themselves. I saw this figure recently, and I am loath to quote it because I am not quite sure, but over the last generation or maybe generation and a half, Americans are working I think something like 31 days longer a year, something like that, if you add up all the extra hours.

□ 1415

So there is no time or no adequate time for family often, and then what happens when that occurs is the parents are not home for their children when they get home from school, and then you have all the maladies that flow from that, with alcohol, teen pregnancy and drugs, and we get ourselves into a vicious cycle and a breakdown in the whole social structure of our country.

I have come a long way in winding this down to our own problems, but it is all related, and it all comes back to treating people decently and with some sense of civility, and paying them a good wage, allowing them to organize, allowing them to worship freely, allowing them to express themselves politically.

When you do not do that, you shut people out from the really basic first principles of democratization. As I said earlier, you can have free trade and free markets, but they are not going to work very well unless you have free people. Without free people, they will explode, they will implode, and your society will come apart at the seams, as it did in Chile, as it did in Europe, as it did in Indonesia, as it undoubtedly will in China at some point.

You cannot repress and hold in the basic instincts of mankind, which is a yearning to be free, a yearning to be able to express yourself at those various fundamental levels of religion, politics and the worksite.

So I would just say, Mr. Speaker, that this is a terribly, terribly important debate that we are engaged in, and I want to congratulate all of the courageous people in China and the dissidents who have been exiled for standing with us. I want to congratulate the working men and women of this country. Seventy-nine percent of the American people think Congress should not give China more access to our products until it improves its human rights; 79 percent. Yet we are on the precipice, we are right there, of going ahead next week with a vote on this most critical issue, without addressing in a fundamentally strong way the issues of human rights and labor rights and civil rights and political rights.

These are universal rights we are talking about. We are not talking about American rights, we are talking about rights that have been adopted not only in the United States of America, but since our crusade in this area, in Latin America, our brothers and sisters in Europe, and the revolution on human rights and civil rights and political rights is spreading abroad and around the world in other areas as well.

This is a very important issue for this country. It is a very important issue in terms of the choices we make as a society. Is the market piece of this so overwhelming? Is the promise of gold at the end of the rainbow of this market of 1.2 billion people in China so enticing, so captivating, so tempting that it will blind us to the real nature of who we are as a people, what we stand for as a people, what we have been the beacon of light for people around the world? Will we just give that up in order to provide a few multinationals the opportunity to set up shop and export back to this country, and abuse, as they have constantly abused, the workers in China?

I do not think anything could be more fundamental. That is why these debates, whether they were on NAFTA or fast track or now China, are so vigorously fought, so heartfelt, so passionate and so encompassing.

Seattle was not an aberration. Seattle happened because the rules of the game in a global world are now changing. What the proponents of China most-favored-nation trade status are about, it seems to me, is masquerading the past as the future. They have not been able to make the transition to the realization that we live in a global society, and, as a result of that, we affect each other more fundamentally, more immediately, and, as a result of that, the rules have to change.

Let me, for example, take the environmental issue. You could say well, why does the environment have anything to do with trade? It has to do with trade because it is a lever on conducting trade in a clean, green way.

China is one of the most, if not the most, polluted places on the face of the Earth. Five of the ten most polluted cities in the world are in China. Two million people die in China each year from air and water diseases. Eighty percent of the rivers in China have no fish because of pollutants and toxics.

China produces more fluorocarbons than any other nation on Earth, which eats away at the ozone layer and causes the problems that we are all familiar with, including skin cancer. So that is important, because the ozone layer does not just affect the spot above China, the rivers that are polluted do not only run through China. The waters and lakes and oceans that are polluted affect people in other countries, so we are all interconnected here in a way we have never been before.

So that is why we argue that we need to discuss these issues in the context of our broader international agreements.

I am joined today by really one of the great champions of human rights and worker rights and trade, my friend and dear colleague, the gentlewoman from Toledo, Ohio (Ms. KAPTUR), who has just been magnificent in her effort to wage an understanding of this issue for the American people. I yield to her now for any comments she might want to share with us.

Ms. KAPTUR. I thank the gentleman from Michigan (Mr. BONIOR), our great leader from the State of Michigan, our Wolverine State, a few moments to talk about our proposal for permanent normal trade relations for China. One certainly could not say anything about our trade relations with China being ''normal.'' In fact, they are very abnormal, with more exports coming into our market from China for over 12 years now than our exports being able to get in there, even when tariffs have been lowered.

I wanted to say to the gentleman that I think that his fortitude on this as the days go on is magnificent. I just wish every American could see the hours and hours that the gentleman has put into this personally and all the Members of Congress on both sides of the aisle enjoy working with the gentleman so very much.

I wanted to make sure to come down here during this time as we attempt to inform the American people and our colleagues about this upcoming vote next week on extending permanent trade relations with China, that every major veterans organization in this country has come out in opposition to granting permanent normal trade relations with China.

I wanted to say a word about that, because I know many of our Post Commanders, our State Commanders, our

Auxiliary Leaders across this Nation, are phoning their Members of Congress. They have been doing it this week, they are going to continue over the weekend and into next week, and I thought I would read into the RECORD and provide for the RECORD some of what these organizations have said, starting with the Veterans of Foreign Wars, an organization of 1.9 million Members.

I have been on the Committee on Veterans' Affairs of this Congress for my entire tenure here, and I was just so elated to see their letter this week, which said that we should not approve permanent relations with China. They asked that the current situation where we have an annual review here in this Congress be maintained until such time as China changes its policies and demonstrates that it is ready to treat its own people according to basic human rights standards of other modern industrialized nations.

They oppose China's proliferation of missile technology and weapons of mass destruction. They oppose their threats against this country and other countries in the Pacific, including the democratic Nation of Taiwan. The VFW basically says passage of the China trade bill essentially rewards China for mistreating its citizens.

I want to thank all of the members of the Veterans of Foreign Wars, all the Post Commanders, all the Ladies Auxiliary Presidents and members, for engaging in this issue and letting their voices be heard from coast to coast, especially where it matters most, and that is back at home, in the home district with the home Member of Congress.

Also the American Legion, 2.8 million members strong, this week came out against permanent trade relations with China. In its formal letter they say that they want to force China to meet four preconditions before any permanent trade relations with China are extended or for any entry into the WTO by China. Those four conditions are recognition of the Taiwanese right to self-determination; full cooperation on the accounting of American servicemen missing from the Korean War and the Cold War; abandonment of policies aimed at military dominance in Asia; and encouragement and promotion of human rights and religious freedom among the Chinese people themselves.

The National Commander of the American Legion Al Lance said in his letter, ''China should embrace Democratic values before it benefits from unfettered American investment.''

The Military Order of the Purple Heart, again, calling their Members of Congress around the country, I wish to extend the appreciation of this Member of Congress for their activism on this. Over 30,000 members of the Military Order of the Purple Heart and 600,000 living recipients of the Purple Heart. In their letter they say ''China as an international actor continues to behave in a manner that is threatening to international stability and U.S. security interests.'' They say this Congress should delay the granting of permanent normal trade status to China at this time because it would remove China from the review and the openness that occurs here on this floor of Congress, which does not even happen inside China itself. They are very worried about the proliferation of weapons from China to other places, and certainly their dismal human rights record.

Then the Military Order of Purple Heart goes on to say, ''Today China represents the most dangerous of the emerging threats to U.S. national security. Her designs on Western Pacific dominance, her extreme belligerence toward Taiwan and her persistent espionage and theft of U.S. advanced technologies are behaviors that must be checked before any reasonable consideration of permanent normal trade status can be undertaken.''

It says, ''Many of America's combat wounded veterans sacrificed life and blood to repel Chinese aggression during the Korean conflict, and now, 50 years after that war, China remains an unabashedly communistic regime. It is time for China to change if she wishes to be a truly welcome participant on the world stage.''

Mr. Leader, I know that I want to yield back most of the remaining time, but I would want to place on the record the official letter from the Fleet Reserve Association, representing 151,000 members, all career and retired Sailors, Marines and Coast Guardsmen of the United States opposing permanent normal trade relations with China.

In addition to that, the Warrant Officers Association, representing nearly 20,000 warrant officers of active Army, Army Guard and the Army Reserve, in their letter saying ''China shows few of the peaceful democratic traits evidenced by our Nation's other major trading partners.'' ''In this instance,'' they say, ''trade and economic considerations cannot take precedence over the safety of our Nation and that of our allies and friends.''

A letter from the Reserve Officers Association, which we will place on the record, representing over 80,000 officers in all uniformed services, indicating opposition to permanent normal trade relations with China. They want the annual review here. They are very concerned about China's military threats against Taiwan, and threatened military action against the United States if we defend Taiwan.

Finally, from AMVETS, 200,000 veterans opposed in this organization to permanent normal trade relations with China, saying the security issues take precedence over trade relations with foreign nations.

I would just say, finally, and again to thank all the veterans Commanders, the Ladies Auxiliaries, the Post leaders, the membership in all these organizations across the country that are weighing in, phoning their Members of Congress, I know we have gotten many calls in our community and that is happening across the country, to thank them for their activism, to encourage them this weekend and the coming week.

I want to place in the RECORD finally the request made by one of our valued colleagues from the State of California (Mr. BERMAN), who tried to get a provision as we voted on this agreement that would provide that in the event that this permanent normal trade status would be granted, that in the event that China would attack, invade, or blockade Taiwan, that permanent normal trade relations would be revoked.

□ 1430

The administration was not willing to include that in the measure that they have sent up to this Congress.

AMVETS,
Lanham, MD, May 16, 2000.

Hon. FRANK R. WOLF,
Member of Congress, House of Representatives, Cannon House Office Building, Washington, DC.

DEAR REPRESENTATIVE WOLF: AMVETS, the nation's fourth largest organization, represents more than 200,000 veterans who honorably served in the Armed Forces of the United States, and opposes Permanent Normal Trade Relations (PNTR) for China.

While the U.S. relationship with China is important, AMVETS believes that national security issues take precedence over the trade relations with foreign countries. We concur in your belief that our nation cannot afford to give leverage to the Republic of China—which exports weapons of mass destruction and missiles, maintains spy presence in the U.S. and continues to threaten Taiwan with military force.

When Congress votes in the House during the week of May 22, let it be known that AMVETS says ''no'' to the Permanent Trade Relations with China.

Sincerely,

CHARLES L. TAYLOR,
National Commander, 1999–2000, AMVETS.

RESERVE OFFICERS ASSOCIATION OF THE UNITED STATES,
Washington, DC, April 27, 2000.

Hon. FRANK R. WOLF,
U.S. House of Representatives, Washington, DC.

DEAR CONGRESSMAN WOLF: The Reserve Officers Association (''ROA''), representing 80,000 officers in all seven Uniformed Services, is concerned about the proposal to grant Permanent Normal Trade Relations (''PNTR'') to China.

ROA acknowledges the importance of our relationship with China, including our growing economic ties to China. Nevertheless, ROA believes that it would be a mistake to grant PNTR to China at this time. The annual process of reviewing trade relations with China provides Congress with leverage over Chinese behavior on national security and human rights matters. Granting PNTR would deprive Congress of the opportunity to influence China to improve its human rights record and behave as a more responsible actor on the national security stage.

Just within the past few weeks, China has made military threats against Taiwan and threatened military action against the United States if we defend Taiwan. Just four years ago, China fired several live missiles in the Taiwan Strait, necessitating a deployment of two American carrier battle groups to the area.

A report issued last month by the CIA and FBI indicates that Beijing has increased its military spying against the United States. Less than a year ago the Cox Committee reported that China stole classified information regarding advanced American thermonuclear weapons.

Additionally, Beijing has exported weapons of mass destruction to Iran and north Korea, in violation of treaty commitments. Finally, China's record of human rights abuses is well documented.

A recent Harris Poll revealed that fully 79% of the American people oppose giving China permanent access to U.S. markets until China meets human rights and labor standards. On this issue, Congress should respect the wisdom of the American people. Now is not the time to grant Permanent Normal Trade Relations to China.

Sincerely,

JAYSON L. SPIEGEL,
Executive Director.

UNITED STATES ARMY
WARRANT OFFICERS ASSOCIATION,
Hemdon, VA, May 9, 2000.

Hon. FRANK R. WOLF,
Member of Congress, U.S. House of Representatives, Cannon House Office Building, Washington, DC.

DEAR REPRESENTATIVE WOLF. On behalf of the membership of this Association I write to express support and appreciation of your actions, and that of several of your colleagues, in opposing Permanent Normal Trade Relations with China.

The USAWOA represents nearly 20,000 warrant officers of the Active Army, the Army Guard, and the Army Reserve. These highly-skilled men and women serve as helicopter pilots, special forces team leaders, intelligence analysts, command and control computer and communications managers, armament and equipment repair technicians, and in other technical fields critical to success of the modern battlefield. Daily, many of them are in harm's way.

From our perspective, it appears that China has done little to deserve such consideration. Of more concern is the fact that China shows few of the peaceful, democratic traits evidenced by our Nation's other major trading partners. Indeed, China appears to striving to achieve not only economic dominance of the Pacific Rim but also a significant military advantage over her neighbors, and quite possibly, the United States.

In this instance, trade and economic considerations cannot take precedence over the safety of our Nation and that of our allies and friends. Until fundamental, lasting changes take place in China, normalization of trade relations should not take place.

Respectively,

RAYMOND A BELL,
Executive Director.

FLEET RESERVE ASSOCIATION,
Alexandria, VA, April 21, 2000.

Hon. CHRISTOPHER H. SMITH,
House of Representatives, Rayburn House Office Building, Washington, DC.

DEAR REPRESENTATIVE SMITH: Please be advised that the Fleet Reserve Association (FRA), representing its 151,000 members, all career and retired Sailors, Marines, and Coast Guardsmen of the United States Armed Forces, joins you and your colleagues in opposing Permanent Normal Trade Relations (PNTR) for China.

FRA shares your concern that weapons of mass destruction exported by that country can be used against U.S. military personnel, and also our Nation's citizens. Further, China already has obtained considerable knowledge of our Nation's weapons technology without normal trade relations. Should the United States open its doors to normal trade relations, it is worrisome that China will discover even more of that sensitive information.

One of the most important goals of this Association is to protect its members as well as every active duty and reserve uniformed member of the Navy, Marine Corps, and Coast Guard. To fulfill that commitment, FRA must do all that it can to oppose any move that could possibly send those brave men and women into harms way without 'rhyme or reason.' With the possibility that the future will hang dark shadows over open trading with a yet unproven China, FRA is sensitive to the harm that country may inflict upon our Nation.

Loyalty, Protection, and Service,

CHARLES L. CALKINS,
National Executive Secretary.

MILITARY ORDER OF THE PURPLE HEART,
May 15, 2000.

Hon. FRANK R. WOLF,
U.S. House of Representatives, Washington, DC.

DEAR CONGRESSMAN WOLF: The Military Order of the Purple Heart (MOPH), representing the patriotic interests of its 30,000 members and the 600,000 living recipients of the Purple Heart, is seriously concerned with the Administration's proposal to grant Permanent Normal Trade Relations (PNTR) status to the Peoples Republic of China.

The MOPH is familiar with the current series of U.S. Government reports concerning China to include: the Cox Committee Report, the Rumsfield Commission Report, the 1999 Intelligence Community Report on Arms Proliferation, and Chairman Spence's May 2000 HASC National Security Report on China. These and other similar security assessments clearly indicate that China, as an international actor, continues to behave in a manner that is threatening to international stability and U.S. national security interests.

Given the broad consensus that has formed about this issue, to include the recent Harris Poll indicating 79% of all Americans are against granting PNTR status to China, the MOPH believes it both prudent and reasonable to delay the granting of PNTR status to China at this time. Speaking as patriots and combat wounded veterans, we believe that granting PNTR status to China would relieve them from the current pressure caused by annual Congressional review of their trade status. Clearly, Congressional review has caused China to improve its dismal human rights record and to modify to some extent its proliferation of dangerous arms on the world market. Yet these modifications must be seen as the beginning not the end.

Today, China represents the most dangerous of the emerging threats to U.S. national security. Her designs on Western Pacific dominance, her extreme belligerence towards Taiwan, and her persistent espionage and theft of U.S. advanced technologies are behaviors that must be checked before any reasonable consideration of PNTR status can be undertaken.

Many of America's combat wounded veterans sacrificed life and blood to repel Chinese aggression during the Korean Conflict. Fifty years after that war China remains an unabashedly communistic regime. It is time for China to change if she wishes to be a truly welcomed participant on the world's stage. It is also time for Congress and the Administration to reflect upon the sacrifices of its combat wounded veterans and ensure that China will not once again become our enemy. In the view of the MOPH this objective must be reached before PNTR status should be granted to China.

Yours in Patriotism,

FRANK G. WICKERSHAM III,
National Legislative Director.

THE AMERICAN LEGION,
Washington, DC.

For immediate release

CHINA TRADE OPPOSED BY THE AMERICAN LEGION

INDIANAPOLIS (WEDNESDAY, MAY 10, 2000).—Taking into account nuclear espionage charges, human rights abuses, saber rattling against Taiwan, and influence-peddling indictments, the 2.8-million member American Legion today demanded the U.S. government withhold Permanent Normalized Trade Relations with the People's Republic of China and oppose its entry into the World Trade Organization.

The American Legion's board of directors, during its annual spring meeting here recommended Congress and the Clinton administration force China to meet four preconditions both for entry into the WTO and for ending the annual congressional review of its trade status:

Recognition of the Taiwan's right to self-determination;

Full cooperation on the accounting of American servicemen missing from the Korean War and the Cold War;

Abandonment of policies aimed at military dominance in Asia; and

Encouragement and promotion of human rights and religious freedom among the Chinese people.

''China should embrace democratic values before it benefits from unfettered American investment,'' American Legion National Commander Al Lance said: ''The American Legion sets forth the prerequisites for peace and stability, without which Communist China will become economically and militarily more formidable even as it embarks on policies pursuant to regional instability. A something-for-nothing trade arrangement with China—one that severs trade from national security and human rights—threatens stability, rewards antagonism, and strengthens a potential foe of American sons and daughters in the U.S. armed forces.''

Founded in 1919, The American Legion is the nation's largest veterans organization.

[Veterans of Foreign Wars News Release]

VFW URGES CONGRESS TO REJECT PERMANENT TRADE RELATIONS WITH CHINA

WASHINGTON, D.C., MAY 17.—The Veterans of Foreign Wars of the United States today urged Congress not to grant Permanent Normal Trade Relations with China.

Citing the need for a change in China's human rights standards, the 1.9-million member VFW said. ''The United States should maintain its current annual congressional review of China's trade status until such time as China changes it's policy and demonstrates that it is ready to treat its people according to the basic human rights

standards of other modern industrial nations.''

In a letter to all members of Congress, VFW Commander in Chief John W. Smart said, ''A vote against Permanent Normal Trade Relations with China will send a clear message that the United States does not tolerate China's persistent human rights violations, and will not agree with it's proliferation of missile technology and weapons of mass destruction, it's military threats against the United States and other countries in the Pacific region including repeated threats made against Taiwan.

''Passage of the China Trade Bill, essentially rewards China for mistreating its citizens, violating its current trade agreements, threatening its neighbors and the United States with military action, proliferating weapons of mass destruction, stealing nuclear, military and industrial secrets from the United States, increasing espionage against the U.S., and practicing religious oppression. We believe this bill sends the wrong message to China and the rest of the world,'' Smart said.

The VFW was founded in 1899. As an organization of former servicemen and women, the VFW remains committed to a strong national security and the well being of those serving on active duty, in the National Guard and the Reserves.

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, DC, May 17, 2000.

VFW, AMVETS, AND PURPLE HEART VETERANS JOIN THE RANKS OF VETERANS' ORGANIZATIONS IN OPPOSITION TO PNTR FOR CHINA

DEAR COLLEAGUE: VFW, the second largest veterans' organization, AMVETS, the fourth largest veterans organization, and the Military Order of the Purple Heart, have added their forceful voices in opposition to Permanent Normal Trade Relations for China. Veterans groups representing over 5.1 million members have now voiced their objection to this critical trade legislation.

VFW, representing 1.9 million members, states: ''Passage of the China Trade Bill, essentially rewards China for mistreating its citizens, violating current trade agreements, threatening its neighbors and the United States with military action, proliferating weapons of mass destruction, stealing nuclear, military and industrial secrets from the United States, increasing espionage against the U.S., and practicing religious oppression. We believe this bill sends the wrong message to China and the rest of the world.''

AMVETS, representing more than 200,000 veterans, states: ''We concur in your belief that our nation cannot afford to give leverage to the Republic of China—which exports weapons of mass destruction and missiles, maintains spy presence in the U.S. and continues to threaten Taiwan with military force. When Congress votes in the House during the week of May 22, let it be known that AMVETS say 'no' to the Permanent Normal Trade Relations for China.''

Military Order of the Purple Heart, chartered by Congress, and representing 30,000 members and the 600,000 living recipients of the Purple Heart, states: ''Today, China represents the most dangerous of the emerging threats to U.S. national security . . . Many of America's combat wounded veterans sacrificed life and blood to repel Chinese aggression during the Korea Conflict. Fifty years after that war China remains an unabashedly communist regime. It is time for China to change if she wishes to be a truly welcomed participant on the world's stage. It is also time for Congress and the Administration to reflect upon the sacrifices of its combat wounded veterans and ensure that China will not once again become our enemy.''

National Commander Al Lance of the American Legion, representing 2.8 million, states: ''China should embrace democratic values before it benefits from unfettered American investment. The American Legion sets forth the prerequisites for peace and stability, without which Communist China will become economically and militarily more formidable even as it embarks on policies pursuant to regional instability. A something-for-nothing trade arrangement with China—one that severs trade from national security and human rights—threatens stability, rewards antagonism, and strengthens a potential foe of American sons and daughters in the U.S. armed forces.''

The Fleet Reserve Officers Association, representing 151,000 members, career and retired Sailors, Marines, and Coast Guardsmen, states: ''One of the most important goals of this Association is to protect its members as well as every active duty and reserve uniformed member of the Navy, Marine Corps, and Coast Guard. The Fleet Reserve opposes Permanent Normal Trade Relations for China.''

The Naval Reserve Association, representing 37,000 officers and enlisted members from the Naval Reserve Services, states: ''China is aggressively building its military. The PRC's ambitions include reunification by force with Taiwan, and territorial claim over the energy resources in the international waters of the South China Sea.'' They conclude by stressing, ''Now is not the time to offer Permanent Normal Trade Relationships (PNTR) for China.''

The Warrant Officers Association, representing nearly 20,000 warrant officers of the Active Army, the Army Guard, and the Army Reserve, states: ''In this instance, trade and economic considerations cannot take precedence over the safety of our Nation and that of our allies and friends. Until fundamental, lasting changes take place in China, normalization of trade relations should not take place.''

The Reserve Officers Association, representing 80,000 officers in all seven uniformed services, states, ''Just within the past few weeks, China has made military threats against Taiwan and threatened military action against the U.S. if we defend Taiwan. Now is not the time to grant Permanent Normal Trade Relations to China.''

Sincerely,

FRANK R. WOLF,
Member of Congress.
CHRIS SMITH,
Member of Congress.
DAVID BONIOR,
Member of Congress.

CONGRESS OF THE UNITED STATES,
House of Representatives, May 17, 2000.

VOTE WITH AMERICA'S VETERANS ON MEMORIAL DAY—VOTE NO ON PNTR FOR CHINA

DEAR COLLEAGUE: This week the VFW, the Military Order of the Purple Hearts and AMVETS, joined the American Legion and several other veterans organizations in opposition to PNTR for China.

VETERANS OF FOREIGN WARS, United States Army Warrant Officers Association, Reserve Officers Association, The American Legion, Naval Reserve, Military Order of the Purple Heart, Fleet Reserve.

This vote is scheduled just a few days before Memorial Day, a day which honors our armed forces personnel who have given their lives for our freedom. We should heed the voices of our men and women in uniform and America's veterans who are asking us to vote no on PNTR for China.

Sincerely,

FRANK WOLF,
Member of Congress.

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, DC, May 18, 2000.

IF CONGRESS PASSES PNTR, CHINA CAN EXPORT CHEAP, SEMI-AUTOMATIC WEAPONS TO THE U.S.

DEAR COLLEAGUE: Upon approving the annual Most Favored Nation status for China in 1994, President Clinton issued an embargo on the imports of assault weapons from China. This complete prohibition was issued because Chinese gun manufacturers had exported almost one million Chinese rifles to the United States—more than made by all U.S. manufacturers combined in 1992 according to the BATF.

The most popular import was the SKS semi-automatic rifle, once a standard weapon among East Bloc forces and used against U.S. troops in Vietnam. The SKS was the fourth most frequently traced firearm in America—surprising since handguns, not rifles, tend to be the guns that criminals use most. They were particularly popular among neo-nazi's, white supremacists and street gangs. What made them attractive was their power and inexpensive price, only $55.95.

If Congress approves permanent NTR, World Trade Organization regulations will apply to the U.S. ban of gun imports from China. Under WTO regulations, the U.S. is required to treat foreign and domestic goods identically. Since these weapons are legal in the U.S., China will be able to challenge our embargo on these dangerous firearms. The U.S. would have to lift the import ban on China or prohibit the manufacture of those assault weapons domestically.

Is the U.S. prepared to lift the import ban on assault weapons from China?

Or is the U.S. prepared to ban the manufacture of those weapons in the U.S.?

Don't give China the power to decide gun policy in the United States.

Don't allow China to sell these cheap, dangerous assault weapons on the streets of America.

Oppose PNTR for China.

Sincerely,

PETE STARK,
Member of Congress.
CAROLYN MCCARTHY,
Member of Congress.
NANCY PELOSI,
Member of Congress.

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, DC, May 18, 2000.

CHINA THREATENS WAR OVER TAIWAN

DEAR COLLEAGUE: BEIJING (AP).—An official Chinese newspaper threatened war today if Taiwan's president-elect refuses to recognize that the island is part of China.

Stepping up pressure ahead of this weekend's inauguration, Beijing wants Chen Shuibian, who was elected March 18, to recognize the ''one China principle'' to allay its fears over his previous pro-independence stance.

China's government and entirely state-run media have for weeks demanded that Taiwan accept that it is part of China as a precondition for talks. But the China Business Times went further, threatening war if Chen

fails during his inauguration Saturday to heed Beijing's demands.

''If Taiwan's new leader refuses in his inaugural speech to recognize the one China principle and even makes a speech that inclines toward Taiwan independence, then relations between the two sides will certainly take a turn. War in the Taiwan Strait will be difficult to avoid,'' the newspaper said in a front-page article alongside photos of a tank, a warplane and military exercises.

SEC. 2. WITHDRAWAL OF NORMAL TRADE RELATIONS.

Pursuant to Article XXI of the GATT 1994, nondiscriminatory treatment (normal trade relations treatment) shall be withdrawn from the products of the People's Republic of China if that country attacks, invades, or imposes a blockade on Taiwan.

Sincerely,

HOWARD L. BERMAN,
Member of Congress.

A BILL

Providing for the revocation of normal trade relations treatment from the products of the People's Republic of China if that country attacks, invades, or imposes a blockade on Taiwan.

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

SECTION 1. FINDINGS

The Congress finds that—

(1) Article XXI of the GATT 1994 (as defined in section 2(1)(B) of the Uruguay Round Agreements Act (19 U.S.C. 3501 (1)(B)) allows a member of the World Trade Organization to take ''any action which it considers necessary for the protection of its essential security interests,'' particularly ''in time of war or other emergency in international relations''; and

(2) an attack on, invasion of, or blockade of Taiwan by the People's Republic of China would constitute a threat to the essential security interests of the United States and an emergency in international relations.

SEC. 2. WITHDRAWAL OF NORMAL TRADE RELATIONS.

Pursuant to Article XXI of the GATT 1994, non-discriminatory treatment (normal trade relations treatment) shall be withdrawn from the products of the People's Republic of China if that country attacks, invades, or imposes a blockade on Taiwan.

SEC. 3. APPLICABILITY TO EXISTING CONTRACTS.

The President shall have the authority to determine the extent to which the withdrawal under section 2 of normal trade relations treatment applies to products imported pursuant to contracts entered into before the date on which the withdrawal of such treatment is announced. The President shall issue regulations to carry out such determination.

Mr. BONIOR. Mr. Speaker, I thank my colleague for raising these issues and I commend her and I commend the Veterans Administration, the Legion, the VFW and the others that she mentioned for stepping out and standing up, and we appreciate her leadership on this.

Mr. Speaker, I yield to my friend, the gentleman from New Jersey (Mr. SMITH), who has been a great leader on this issue.

Mr. SMITH of New Jersey. Mr. Speaker, I just want to say two things. I think the gentlewoman from Ohio (Ms. KAPTUR) stated it very well when she pointed out how the VFW and the other veterans groups are very much opposed to PNTR. I think what came across in our press conference, I would say to my good friend from Michigan, and he chaired that, was the intensity factor on the part of the veterans. They were very, very strong and bold about the security implications of conveying, without the annual review, permanent normal trading relations and the human rights issues.

I have had 18 hearings in my Subcommittee on International Operations and Human Rights. I have been there three times. It does not make me an expert but I think I have some insights and they are shared by so many who have done likewise. Torture is commonplace in the PRC. If one is arrested as a religious believer or a democracy promoter, they get tortured and we are doing business with their torturers.

I think when we look at every area in human rights they have gone from bad to worse over the last 10 years, and I think we need to say enough is enough, and I thank my friend, the gentleman from Michigan (Mr. BONIOR), for having this special order.

Mr. BONIOR. I thank my friend for his leadership and his passion and his courage to take on these human rights issues in his committee as the Chair. We enjoy working with him and we look forward to continuing to work on these issues that we share common values and beliefs in.

Mr. Speaker, I yield now to my friend, the gentlewoman from California (Ms. PELOSI).

Ms. PELOSI. Mr. Speaker, I thank the gentleman from Michigan (Mr. BONIOR), the distinguished Democratic whip, for yielding and for his extraordinary leadership on this important issue.

I am pleased to join my colleague, the gentlewoman from Ohio (Ms. KAPTUR), and commend her for her leadership as well.

This next week this House of Representatives will have a vote and decide how we will honor the pillars of our own foreign policy, promoting democratic values, stopping the proliferation of weapons of mass destruction and growing our own economy by promoting our exports abroad. A vote for permanent NTR does not advance any of those goals, and I wish to associate myself with the remarks that have been made in that regard.

I wanted to emphasize a point made by our colleague, the gentlewoman from Ohio (Ms. KAPTUR) earlier. This weekend in Taiwan, the second democratically-elected President will be inaugurated. It is cause for celebration in the heart of every person in the world who cares about freedom and democracy. At a time when we should all in this body be celebrating that great triumph of democracy, we are instead rejecting a very simple amendment, and that is the Berman amendment that the majority has refused to put in the bill, and that the administration has refused to accept.

That simple amendment would say that PNTR would be lifted for China if China invades Taiwan. What could be simpler than associating one's self with the idea that if a country invades another place then they would not get special privileges in the United States? Not only have we ignored China's activity to proliferate weapons of mass destruction such as chemical, biological and nuclear technology to rogue states, not only have we ignored that, we have certified that they are not doing it when we know full well that they are.

If the President wants to make this a national security issue, let us do that. In terms of national security, instead of appeasing the Chinese Government every step of the way on their misbehavior internationally we are missing an opportunity to say to them do not even think about invading Taiwan. If they do not think China is going to invade, there is no problem here. Right? Clearly, they do not trust the Chinese, or else they would let this amendment pass.

Again, instead of saluting the democracy in Taiwan, we are rewarding the unsafe behavior of the Chinese. So I urge all of my colleagues to sign on to a letter to the Committee on Rules to make this amendment in order that if China invades Taiwan, we lift PNTR.

Our relationship with every country should make the world safer, the trade fairer and people freer. Permanent NTR at this time does not do that. I thank the gentleman from Michigan (Mr. BONIOR) for his leadership.

Mr. BONIOR. Mr. Speaker, I thank my colleague for raising that very important security issue and freedom issue and as my friend, the gentlewoman from Ohio (Ms. KAPTUR), did, I want to thank the veterans of this country for coming out in opposition based on basic security grounds and human rights grounds and encourage them to continue to call their Members of Congress as we enter this vote at the end of the week, the American Legion and the VFW and the AMVETS and the many organizations that we talked about. I thank my colleagues for joining me today.

RECOGNIZING THE FIELD MUSEUM OF CHICAGO'S PUBLIC UNVEILING OF SUE

The SPEAKER pro tempore (Mr. GARY MILLER of California). Under a previous order of the House, the gentleman from Illinois (Mr. DAVIS) is recognized for 5 minutes.

Mr. DAVIS of Illinois. Mr. Speaker, I had the opportunity to observe and listen to a profound discussion lead by the distinguished minority whip and I happen to agree with the views expressed by all of those speakers, and I

want to commend them for the leadership that they have displayed on this issue and I too would hope that next week, when we cast a vote, that we would not be rewarding China; we would not be rewarding those who do not provide equal rights and equal treatment to us all.

So I too shall be voting no on the establishment of permanent normal trade relationships with China.

Mr. Speaker, I am pleased to come to the floor at this time to recognize the Field Museum of Chicago as it celebrates the much awaited public unveiling of Sue, its world-famous 67-million-year-old Tyrannosaurus Rex.

In case any of us are not familiar with this colossal fossil, Sue is the largest and most complete Tyrannosaurus Rex ever found and was named after the fossil hunter who found the remains in South Dakota's Black Hills in 1990.

After 2½ years of cleaning, restoring and preserving her more than 250 fossilized bones, Sue is now ready to meet the public.

When fully erected in Stanley Field Hall, Sue stands 13 feet high at the hips and 42 feet long from head to tail. Her five foot long skull is so heavy that the museum will install a replica on the skeleton and place the real skull on display for visitors. As a result, visitors will be able to get an up-close view of the predator's massive head. They can also view animated CT scans of the skull and touch a variety of casts of Sue's bones, including a rib, forelimb and tooth.

The Field Museum plans to use Sue's massive appeal to bring the wonders of science to school children and other audiences throughout Illinois and the Nation. Sue will be installed in the new Hall of Paleontology and Earth Sciences Research with related exhibitry, research and educational programming, including a fossil prep lab where visitors can observe museum staff at work on real bones.

The new hall will not only illustrate the history of Sue and other dinosaurs but will also serve as a springboard to interest visitors in related questions such as mass extinction events, plant and animal evolution, plate tectonics, biodiversity through time and women in science. The museum plans to develop related curriculum and teacher training and offer 2 electronic field trips in which students can see and talk to scientists in the field as they are conducting excavation and research.

To celebrate Sue's unveiling, the Field Museum will be hosting a number of special dinosaur-related programs from May 17 through May 21, including a day of family entertainment, a family festival, a lecture by the lead researcher and a concert performance featuring the Chicago Chamber musicians about the life and times of Sue.

Mr. Speaker, while gleaning scientific data from Sue is a key aim, Sue is also an extraordinary tool for teaching visitors about paleontology, the geologic forces that shape our planet, verebrate fossils and other scientific work. Sue has only just started to reveal her educational potential and will no doubt continue to yield new information about dinosaurs and the world in which they lived for many years to come. Please join me in recognizing the Field Museum as they share Sue with the world.

I also invite my colleagues, their staff and families, as well as other Americans, to join in the fun at the June 6 opening reception for a sneak peak at the national tour of a T. Rex named Sue at Union Station in Chicago.

Mr. Speaker, while we have seen seven wonders of the world, eight wonders, this is truly another wonder of the world and we invite the world to come and see it.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mrs. CAPPS (at the request of Mr. GEPHARDT) for today, on account of family business.

Mr. ETHERIDGE (at the request of Mr. GEPHARDT) for today after 12:30 p.m., on account of family business.

Ms. LOFGREN (at the request of Mr. GEPHARDT) for today, on account of a family engagement.

SPECIAL ORDERS GRANTED

By unanimous consent, permission to address the House, following the legislative program and any special orders heretofore entered, was granted to:

(The following Members (at the request of Mr. DIXON) to revise and extend their remarks and include extraneous material:)

Mr. PALLONE, for 5 minutes, today.

Mr. DAVIS of Illinois, for 5 minutes, today.

(The following Member (at the request of Mr. DICKEY) to revise and extend their remarks and include extraneous material:)

Mr. MCINNIS, for 5 minutes, May 22.

SENATE BILLS REFERRED

Bills of the Senate of the following titles were taken from the Speaker's table and, under the rule, referred as follows:

S. 777. An act to require the Department of Agriculture to establish an electronic filing and retrieval system to enable the public to file all required paperwork electronically with the Department and to have access to public information on farm programs, quarterly trade, economic, and production reports, and other similar information; to the Committee on Agriculture.

S. 1509. An act to amend the Indian Employment, Training, and Related Services Demonstration Act of 1992, to emphasize the need for job creation on Indian reservations, and for other purposes; to the Committee on Resources.

ENROLLED BILLS SIGNED

Mr. THOMAS, from the Committee on House Administration, reported that that committee had examined and found truly enrolled bills of the House of the following titles, which were thereupon signed by the Speaker:

H.R. 3629. An act to amend the Higher Education Act of 1965 to improve the program for American Indian Tribal Colleges and Universities under part A of title III.

H.R. 3707. An act to authorize funds for the construction of a facility in Taipei, Taiwan suitable for the mission of the American Institute in Taiwan.

BILL PRESENTED TO THE PRESIDENT

Mr. THOMAS, from the Committee on House Administration, reported that that committee did on the following date present to the President, for his approval, a bill of the House of the following title:

On Wednesday, May 17, 2000:

H.R. 1377. To designate the facility of the United States Postal Service located at 9308 South Chicago Avenue, Chicago, Illinois, as the ''John J. Buchanan Post Office Building.''

ADJOURNMENT

Mr. DAVIS of Illinois. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 2 o'clock and 42 minutes p.m.), under its previous order, the House adjourned until Monday, May 22, 2000, at 12:30 p.m., for morning hour debates.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 8 of rule XII, executive communications were taken from the Speaker's table and referred as follows:

7716. A letter from the Congressional Review Coordinator, Animal and Plant Health Inspection Service, Department of Agriculture, transmitting the Department's final rule—Importation of Wood Chips From Chile [Docket No. 96–031–2] (RIN: 0579–AA82) received April 24, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Agriculture.

7717. A letter from the Director, Office of Regulatory Management and Information, Environmental Protection Agency, transmitting the Agency's final rule—National Primary Drinking Water Regulations: Public Notification Rule [FRL–6580–2] (RIN: 2040–AD06) received April 12, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Commerce.

7718. A letter from the Director, Office of Regulatory Management and Information, Environmental Protection Agency, transmitting the Agency's final rule—Approval and

Promulgation of Air Quality Implementation Plans; Virginia; Revised Format for Materials Being Incorporated by References; Approval of Recodification of the Virginia Administrative Code [VA084/101–5045a; FRL–6562–9] received April 12, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Commerce.

7719. A letter from the Director, Office of Regulatory Management and Information, Environmental Protection Agency, transmitting the Agency's final rule—Revisions to the California State Implementation Plan, San Joaquin Valley Unified Air Pollution Control District, Sacramento Metropolitan Air Quality Management District [CA 214–0232; FRL–6578–6] received April 12, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Commerce.

7720. A letter from the Director, Office of Regulatory Management and Information, Environmental Protection Agency, transmitting the Agency's final rule—Approval and Promulgation of Implementation Plans; New York; Nitrogen Oxides Budget and Allowance Trading Program [Region II Docket No. NY40–2–209, FRL–6573–1] received April 12, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Commerce.

7721. A letter from the Director, Office of Regulatory Management and Information, Environmental Protection Agency, transmitting the Agency's final rule—Approval and Promulgation of Air Quality Implementation Plans; New York; Approval of Carbon Monoxide State Implementation Plan Revision; Removal of the Oxygenated Gasoline Program [Region 2 Docket No. NY41–210 FRL–6572–9] received April 12, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Commerce.

7722. A letter from the Director, Office of Regulatory Management and Information, Environmental Protection Agency, transmitting the Agency's final rule—Approval and Promulgation of Air Quality Implementation Plans; Maine; RACT for VOC Sources [ME–003–01–7004a; A–1–FRL–6572–8] received April 12, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Commerce.

7723. A letter from the Special Assistant to the Bureau Chief, Mass Media Bureau, Federal Communications Commission, transmitting the Commission's final rule—Amendment of Section 73.202(b), Table of Allotments, FM Broadcast Stations. (Lampasas and Leander, Texas) [MM Docket No. 99–344 RM–9709] received April 24, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Commerce.

7724. A letter from the Deputy Director, Defense Security Cooperation Agency, transmitting notification concerning the Department of the Air Force's Proposed Letter(s) of Offer and Acceptance (LOA) to the United Arab Emirates for defense articles and services (Transmittal No. 98–45), pursuant to 22 U.S.C. 2776(b); to the Committee on International Relations.

7725. A letter from the Executive Director, Committee For Purchase From People Who Are Blind Or Severely Disabled, transmitting the Committee's final rule—Procurement List: Additions, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Government Reform.

7726. A letter from the Director, Fish and Wildlife Service, Department of the Interior, transmitting the Department's final rule—Endangered and Threatened Wildlife and Plants; Final Designation of Critical Habitat for the Spikedace and the Loach Minnow (RIN: 1018–AF76) received April 24, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Resources.

7727. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Fokker Model F27 Mark 050 Series Airplanes [Docket No. 99–NM–315–AD; Amendment 39–11461; AD 99–26–01] (RIN: 2120–AA64) received April 17, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

7728. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Boeing Model 747–200B, –300, –400, –400D, and –400F Series Airplanes [Docket No. 2000–NM–87–AD; Amendment 39–11664; AD 2000–07–10] (RIN: 2120–AA64) received April 17, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

7729. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Boeing Model 737–600, –700, and –800 Series Airplanes [Docket No. 2000–NM–84–AD; Amendment 39–11663; AD 2000–07–09] (RIN: 2120–AA64) received April 17, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

7730. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Dornier Model 328–100 Series Airplanes [Docket No. 99–NM–40–AD; Amendment 39–11658; AD 2000–07–04] (RIN: 2120–AA64) received April 17, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

7731. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Boeing Model 727 Series Airplanes [Docket No. 99–NM–53–AD; Amendment 39–11666; AD 2000–07–12] (RIN: 2120–AA64) received April 17, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

7732. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Airbus Model A300 Series Airplanes [Docket No. 99–NM–205–AD; Amendment 39–11661; AD 2000–07–07] (RIN: 2120–AA64) received April 17, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

7733. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Boeing Model 777 Series Airplanes [Docket No. 99–NM–232–AD; Amendment 39–11662; AD 2000–07–08] (RIN: 2120–AA64) received April 17, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

7734. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Boeing Model 757–200 and –200PF Series Airplanes [Docket No. 99–NM–57–AD; Amendment 39–11667; AD 2000–07–13] (RIN: 2120–AA64) received April 17, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

7735. A letter from the Director, Office of Regulatory Management and Information, Environmental Protection Agency, transmitting the Agency's final rule—Amendments to Streamline the National Pollutant Discharge Elimination System Program Regulations: Round Two; Final Rule [FRL–6561–5] (RIN: 2040–AC70) received April 26, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. STUMP: Committee on Veterans' Affairs. H.R. 4268. A bill to amend title 38, United States Code, to increase amounts of educational assistance for veterans under the Montgomery GI Bill and to enhance programs providing educational benefits under that title; and for other purposes; with an amendment (Rept. 106–628). Referred to the Committee of the Whole House on the State of the Union.

Mr. BLILEY: Committee on Commerce. H.R. 3852. A bill to extend the deadline for commencement of construction of a hydroelectric project in the State of Alabama (Rept. 106–629). Referred to the Committee of the Whole House on the State of the Union.

Mr. BLILEY: Committee on Commerce. S. 1236. An act to extend the deadline under the Federal Power Act for commencement of the construction of the Arrowrock Dam Hydroelectric Project in the State of Idaho; with an amendment (Rept. 106–630). Referred to the Committee of the Whole House on the State of the Union.

PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XII, public bills and resolutions of the following titles were introduced and severally referred, as follows:

By Mr. GOODLING (for himself, Mrs. JOHNSON of Connecticut, Ms. DUNN, and Mr. STENHOLM):

H.R. 4499. A bill to amend the Family and Medical Leave Act of 1993; to the Committee on Education and the Workforce, and in addition to the Committees on Government Reform, and House Administration, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. SMITH of Michigan:

H.R. 4500. A bill to authorize appropriations for fiscal years 2001 and 2002 for the National Science Foundation, and for other purposes; to the Committee on Science.

By Mr. BILBRAY:

H.R. 4501. A bill to amend the Clean Air Act to require States to revise their implementation plans for ozone nonattainment areas to reduce ozone concentrations and fuel consumption associated with automobile commuting by removing State constraints against employers offering flextime to their employees, and for other purposes; to the Committee on Commerce.

By Mr. COMBEST (for himself, Mr. STENHOLM, Mr. GOODLATTE, Mrs. CLAYTON, Mr. BARRETT of Nebraska, Mr. BERRY, Mr. BISHOP, Mr. BOYD, Mr. COOKSEY, Mr. CRAMER, Mr. DICKEY, Ms. DUNN, Mrs. EMERSON, Mr. ETHERIDGE, Mr. EWING, Mr. GOODE, Mr. HASTINGS of Washington, Mr. HAYES, Mr. HERGER, Mr. HUTCHINSON, Mr. JONES of North Carolina, Mr. RYUN of Kansas, Mr. SANDLIN, Mr. SANFORD, Mr. SHOWS, Mr. SPRATT, Mr. SUNUNU, Mr. TURNER, Mr. CHAMBLISS, and Mr. RILEY):

H.R. 4502. A bill to improve the implementation of the Federal Water Pollution Control Act, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mr. PICKERING:

H.R. 4503. A bill to provide for the preservation and restoration of historic buildings at historically women's public colleges or universities; to the Committee on Resources.

By Mr. MCKEON (for himself, Mr. GOODLING, Mr. CLAY, and Mr. MARTINEZ):

H.R. 4504. A bill to make technical amendments to the Higher Education Act of 1965; to the Committee on Education and the Workforce.

By Mr. BASS:

H.R. 4505. A bill to require the Secretary of the Treasury to retire publicly held debt each fiscal year, and for other purposes; to the Committee on Ways and Means, and in addition to the Committees on the Budget, and Rules, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mrs. CAPPS (for herself, Mr. FOLEY, Mr. COBURN, and Mr. BROWN of Ohio):

H.R. 4506. A bill to provide grants for cardiopulmonary resuscitation (CPR) training in public schools; to the Committee on Education and the Workforce.

By Mr. CLEMENT (for himself, Mr. MICA, Mrs. TAUSCHER, Mr. REGULA, and Mr. BLUMENAUER):

H.R. 4507. A bill to designate the Surface Transportation Board as a forum for resolution of disagreements between mass transportation authorities and freight railroads regarding access to freight track and rights-of-way for fixed guideway transportation in consideration for just and reasonable compensation to freight railroads; to the Committee on Transportation and Infrastructure.

By Mr. POMEROY (for himself, Mr. LAHOOD, and Mr. BALDACCI):

H.R. 4508. A bill to extend programs and activities under the Elementary and Secondary Education Act of 1965; to the Committee on Education and the Workforce.

By Mr. STEARNS:

H.R. 4509. A bill to require any authorization of extension of nondiscriminatory treatment (most-favored-nation treatment) to the products of the People's Republic of China to be effective only after a vote is taken by the World Trade Organization (WTO) Ministerial Conference regarding the Decision and Protocol of Accession for Chinese Taipei (Taiwan) and after China's accession to the WTO; to the Committee on Ways and Means.

By Mr. TAYLOR of North Carolina:

H.R. 4510. A bill to designate the Blue Ridge Parkway headquarters building located at 199 Hemphill Knob in Asheville, North Carolina, as the ''Gary E. Everhardt Headquarters Building''; to the Committee on Resources.

By Mr. TERRY (for himself, Mr. BEREUTER, Mr. STUMP, and Mr. GARY MILLER of California):

H.R. 4511. A bill to prohibit the Secretary of Transportation and the Administrator of the Federal Motor Carrier Administration from taking action to finalize, implement, or enforce a rule related to the hours of service of drivers for motor carriers, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mr. BENTSEN (for himself and Mr. FORBES):

H. Con. Res. 329. Concurrent resolution urging the detention and extradition to the United States by the appropriate foreign governments of Mohammed Abbas for the murder of Leon Klinghoffer; to the Committee on International Relations.

By Mr. STEARNS:

H. Con. Res. 330. Concurrent resolution expressing the sense of Congress regarding the accession of Taiwan to the World Trade Organization (WTO); to the Committee on Ways and Means.

By Mr. MCKEON:

H. Res. 507. A resolution urging the House of Representatives to support events such as the ''Increase the Peace Day''; to the Committee on Education and the Workforce.

ADDITIONAL SPONSORS

Under clause 7 of rule XII, sponsors were added to public bills and resolutions as follows:

H.R. 49: Mr. TIERNEY.
H.R. 73: Mr. LAHOOD.
H.R. 303: Mr. THORNBERRY.
H.R. 474: Mr. ABERCROMBIE.
H.R. 740: Ms. MCKINNEY.
H.R. 783: Mr. HOUGHTON.
H.R. 860: Mr. MOAKLEY.
H.R. 1063: Mrs. THURMAN.
H.R. 1103: Mr. OBERSTAR.
H.R. 1194: Mrs. CLAYTON.
H.R. 1785: Mr. OBERSTAR.
H.R. 1795: Mrs. JONES of Ohio, Mr. CARDIN, Mr. CAMP, Ms. WATERS, and Ms. LOFGREN.
H.R. 1850: Mr. FRANK of Massachusetts.
H.R. 1917: Ms. WATERS.
H.R. 2100: Mrs. MEEK of Florida.
H.R. 2124: Mr. ROYCE.
H.R. 2129: Mr. BATEMAN, Ms. DUNN, Mr. STENHOLM, and Mr. MORAN of Kansas.
H.R. 2341: Mr. SPRATT, Mr. CONYERS, Mr. EHLERS, Mr. PASCRELL and Mr. BROWN of Ohio.
H.R. 2512: Mr. WEYGAND and Ms. WATERS.
H.R. 2741: Ms. BROWN of Florida.
H.R. 2892: Mr. BACA.
H.R. 3006: Mr. FILNER, Mr. FROST, and Mr. MCGOVERN.
H.R. 3113: Mr. FROST and Ms. CARSON.
H.R. 3125: Mr. LEWIS of Kentucky, Mr. ROGERS, Mr. MALONEY of Connecticut, Mrs. THURMAN, and Mr. RILEY.
H.R. 3192: Ms. MCKINNEY, Mr. KIND, Mr. MOORE, Mr. FORBES, and Mr. GONZALEZ.
H.R. 3193: Mr. MALONEY of Connecticut and Mr. YOUNG of Florida.
H.R. 3249: Mr. DAVIS of Illinois.
H.R. 3256: Mrs. ROUKEMA.
H.R. 3404: Mr. SHAYS.
H.R. 3561: Mr. DAVIS of Illinois.
H.R. 3614: Mr. INSLEE, Mr. FRANK of Massachusetts, Mr. ADERHOLT, Mr. SHAYS, and Mr. LAMPSON.
H.R. 3650: Mr. ACKERMAN, Ms. WOOLSEY, Ms. RIVERS, and Ms. ESHOO.
H.R. 3688: Mr. TURNER, Ms. NORTON, Mr. SPRATT, Mrs. CAPPS, and Mr. KILDEE.
H.R. 3700: Ms. CARSON, Mr. FORD, Ms. BERKLEY, Mr. BECERRA, Mr. PALLONE, Mr. MENENDEZ, Mr. BOUCHER, Mr. MASCARA, Mr. PASCRELL, Ms. BALDWIN, and Mr. MORAN of Virginia.
H.R. 3826: Mr. MCNULTY and Ms. CARSON.
H.R. 3887: Mr. UDALL of Colorado.
H.R. 3915: Mrs. EMERSON, Mr. HEFLEY, and Mr. CLEMENT.
H.R. 3916: Mr. WALSH, Mr. PICKETT, Mr. HILL of Indiana, Mr. KUYKENDALL, Mr. OSE, Mrs. ROUKEMA, Mr. BARR of Georgia, and Mr. GRAHAM.
H.R. 4079: Mr. THORNBERRY, Mr. SALMON, Mr. POMBO, Mr. RYUN of Kansas, and Mr. COOK.
H.R. 4082: Mr. GORDON, Mr. PICKETT, and Mr. ISTOOK.
H.R. 4108: Mr. MCCOLLUM.
H.R. 4132: Mr. POMEROY, Mrs. CHENOWETH-HAGE, Mr. PICKETT, Mr. GEORGE MILLER of California, and Mrs. NAPOLITANO.
H.R. 4176: Mr. SANDLIN and Mr. FALEOMAVAEGA.
H.R. 4248: Mr. HASTINGS of Washington, Mr. GREEN of Texas, Ms. STABENOW, Mr. RANGEL, Mr. BOEHNER, Mr. SAXTON, Mr. DIAZ-BALART, Mr. SENSENBRENNER, and Mr. COX.
H.R. 4257: Mr. WELDON of Florida and Mr. GOODE.
H.R. 4259: Mr. CANADY of Florida, Mr. GIBBONS, Mr. POMBO, Mr. WATKINS, Mr. HERGER, Mr. HILL of Montana, Mr. HUTCHINSON, Mrs. KELLY, and Mr. CLEMENT.
H.R. 4281: Mr. KUCINICH, Ms. PELOSI, and Mr. COOK.
H.R. 4330: Mr. HINCHEY, Mr. ROMERO-BARCELO, Mr. SANDERS, Mrs. CHRISTENSEN, Mr. GEJDENSON, Mr. LAFALCE, Mr. MCHUGH, Mr. EVANS, and Mr. MALONEY of Connecticut.
H.R. 4357: Ms. LOFGREN.
H.R. 4434: Mrs. KELLY, Mr. FOSSELLA, Mr. FROST, and Mr. RAHALL.
H.R. 4468: Ms. DUNN.
H.R. 4488: Mr. GUTIERREZ.
H.J. Res. 98: Mr. HAYWORTH, Mrs. KELLY, and Mr. BILIRAKIS.
H. Con. Res. 58: Mr. MILLER of Florida.
H. Con. Res. 252: Mr. PITTS, Mr. WOLF, Mr. MASCARA, and Mr. MILLER of Florida.
H. Con. Res. 297: Mr. KLINK.
H. Con. Res. 302: Mr. RAHALL, Mr. FROST, Mr. HILL of Montana, Mr. EVANS, Mr. SANDERS, Ms. BERKLEY, Mr. FALEOMAVAEGA, Mr. SHERWOOD, Mr. EHRLICH, Ms. JACKSON-LEE of Texas, Ms. LOFGREN, and Mr. BARRETT of Nebraska.
H. Con. Res. 305: Mr. BLUNT, Mr. FLETCHER, Mr. GARY MILLER of California, Mr. HYDE, Mr. LIPINSKI, Mr. COLLINS, and Mr. LATHAM.
H. Con. Res. 308: Mr. MANZULLO and Mr. MCGOVERN.
H. Con. Res. 315: Mr. MCINTOSH.
H. Con. Res. 321: Mr. PALLONE, Mr. TOWNS, Mr. BROWN of Ohio, Mr. LANTOS, Mr. BARRETT of Wisconsin, Mr. PAYNE, Mr. CALLAHAN, Mr. ABERCROMBIE, Ms. KILPATRICK, Mrs. BIGGERT, Mr. WAMP, Mr. DEUTSCH, Mr. STARK, Ms. JACKSON-LEE of Texas, Mr. LAHOOD, Mr. WALSH, Mr. TANCREDO, Mr. DIAZ-BALART, and Mr. SNYDER.
H. Res. 481: Mr. LEVIN, Mr. CONYERS, Mr. HOEKSTRA, Mr. DINGELL, Mr. BARCIA, Mr. KILDEE, Ms. RIVERS, Ms. KILPATRICK, and Mr. BONIOR.
H. Res. 494: Mr. DUNCAN, Mr. DELAY, Mr. BURTON of Indiana, Mr. HOSTETTLER, Mr. KOLBE, Mr. BUYER, Mr. RILEY, Mr. BURR of North Carolina, Mr. SHIMKUS, Mr. HEFLEY, Mr. FALEOMAVAEGA, Mr. BLILEY, Mr. COOK, and Mr. ARMEY.

DELETIONS OF SPONSORS FROM PUBLIC BILLS AND RESOLUTIONS

Under clause 7 of rule XII, sponsors were deleted from public bills and resolutions as follows:

H. Res. 396: Mr. DICKEY.

AMENDMENTS

Under clause 8 of rule XVIII, proposed amendments were submitted as follows:

H.R. 4461

OFFERED BY: MR. KNOLLENBERG

Amendment No. 3: Page 72, strike lines 5 through 9 and insert the following new section:

SEC. 734. None of the funds appropriated by this Act shall be used to propose or issue rules, regulations, decrees, or orders for the purpose of implementation, or in preparation for implementation, of the Kyoto Protocol, which was adopted on December 11, 1997, in Kyoto, Japan, at the Third Conference of the Parties of the United States Framework Convention on Climate Change, which has not been submitted to the Senate for advice and consent to ratification pursuant to article II, section 2, clause 2, of the United States Constitution, and which has not entered into force pursuant to article 25 of the Protocol.

EXTENSIONS OF REMARKS

CAPITAL MARKETS

HON. MAX SANDLIN
OF TEXAS
IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. SANDLIN. Mr. Speaker, Frank Raines, Chairman and CEO of Fannie Mae, testified this week before the House Banking and Financial Services Subcommittee on Capital Markets. His testimony was interesting and informative, and I appreciated hearing from him. So that those who will not receive a copy of his testimony may understand more about what Fannie Mae does, and what Mr. Raines' views are, I include for the CONGRESSIONAL RECORD a copy of his speech before The National Press Club on May 12.

REMARKS PREPARED FOR DELIVERY BY FRANKLIN D. RAINES, CHAIRMAN AND CHIEF EXECUTIVE OFFICER, FANNIE MAE

Thank you for joining us today.

These are ''interesting'' times for the housing industry, and we wanted to bring you up to date since Jim Johnson gave his farewell address as Chairman of Fannie Mae from this podium in November of 1998. A year and a half may not seem like a long time, but it has been an unusually turbulent period, and much is at stake.

As some of you may recall, Jim titled his speech, ''Why Homeownership Matters—Lessons Learned from a Decade in Housing Finance.'' He painted a very positive picture. He said the American Dream of homeownership was more alive, achievable and inclusive than ever. He said the growth in homeownership is making everything better, from the wealth of average families, to the health of older communities, to the strength of the nation's economy. The housing finance system, he declared, was the most efficient and effective ever devised.

Jim was absolutely right. And things have gotten even better. The national homeownership rate has just topped 67 percent, a new record. Even though mortgage rates have gone up, the housing market remains robust. Housing starts are strong. Home sales are vigorous. Home values are appreciating. Households are growing. Homes are getting larger. Home equity is rising. Default and foreclosure rates are at historic lows.

And the process of buying a home has never been better. Automated underwriting and other advances have made it faster, easier, less frustrating and less costly to finance a home, and reduced the bias in lending decisions. E-commerce and financial deregulation are giving consumers more power and more choices at lower costs. The mortgage industry has been breaking through the old red lines and bringing affordable housing finance to families that used to be overlooked, neglected or rejected.

Behind all of this, the secondary mortgage market—including Fannie Mae—is attracting billions of dollars of private capital from all over the world, providing lenders with a steady flow of funds in all communities at the lowest rates in the market and with zero risk to the government.

With the system we have today, and with the economic winds at our backs, the national homeownership rate could rise as high as 70 percent in this decade, with ten million new homeowners and growth especially among minorities, new Americans and other historically underrepresented consumers.

Yogi Berra warned that, ''A guy ought to be very careful in making predictions, especially about the future.'' But I think we're on pretty solid

But I stand before you at a moment when questions have been raised about the utility of the U.S. secondary mortgage market that is so integral to the system's functioning as a whole. Some of these inquiries are well meaning. But it is no secret that some of the questions are generated by financial competitors that would earn more if Fannie Mae and Freddie Mac were not lowering costs for consumers.

The U.S. housing finance system is strong, but it is not indestructible. Changing it significantly could have real consequences for real families. The burden of proof for anyone that wants to change the system is a simple but stringent test—does it help or hurt home buyers?

Today, let me reinforce why our system works so well and what we are up against.

To illustrate what is so good about our system, let's compare it to the other major industrialized countries. Most of the G–7 countries have a well-developed mortgage system organized around depository institutions. But the mortgages they offer are less consumer-friendly. In America we take the 30-year, fixed-rate mortgage for granted. Last year, 66 percent of the mortgages issued in the U.S. were 30-year, fixed-rate conventional mortgages.

Outside the U.S., the long-term fixed-rate mortgage is a rarity. In Canada, they have rollover mortgages, where the rate is fixed during the first one to five years, with a prepayment penalty equal to three months of interest. The fixed-rate term in Spain is usually one year. In France, 80 percent of all mortgages have variable rates. In Germany, you can get a fixed-rate for five to fifteen years, but you can't refinance during this period without paying a huge penalty.

The low down payment features of U.S. conventional mortgages are also unique. We now take for granted down payments as low as 5 and 3 percent. That's not the case in, say, Germany, France, the United Kingdom or Japan. In Germany, the down payment is typically 30 to 40 percent, and in Japan, you've had to put down effectively 50 to 60 percent.

Why are American conventional mortgages more consumer-friendly? Mainly because we have a secondary mortgage market. In other countries, the banks largely make the loans from their deposits and hold the mortgages as an investment. Our system primarily worked that way until the 1970s and 1980s. Today in America, banks, thrifts, mortgage bankers and credit unions make the loans, but they can depend on the secondary market to supply the long-term funding.

What Congress did in establishing a secondary market in the thirties and privatizing this market in the sixties made this change possible, and it has turned out to be absolutely brilliant. When it chartered Fannie Mae and then Freddie Mac as private companies, it created a system that harnesses private enterprise and private capital to deliver the public benefit of homeownership. And it maximizes this public benefit while minimizing the public risk, without a nickel of public funds.

Let's do a quick risk-benefit analysis, starting with the risk side of the equation.

There is a simple reason fixed-rate mortgages with low down payments are rare outside the U.S. Since they don't have a secondary market to buy the mortgage, the lender has to hold the loan and take on all the risk. That is, the lender has to assume the credit risk—the risk that the borrower could default—and the interest-rate risk—the risk that interest rates will change and cause the lender to pay out more to depositors than he is receiving on loans. So the lender protects himself by requiring the consumer to pay more up front and more each month if interest rates rise.

In America, the secondary market purchases the mortgage, taking most of

This process is called ''risk transformation.'' Here's how it works. Fannie Mae and our lender partners create mortgages that consumers want, like our 3 percent down Fannie 97. And we finance them with capital we raise by creating debt instruments that investors want, like our Benchmark securities. We share the credit risk on the Fannie 97 with mortgage insurance companies, and we hedge the interest rate risk by selling callable debt securities to Wall Street. We also work with Wall Street to develop even more refined strategies for hedging our interest-rate risk and credit risk. Last year, we spent about half of our gross revenues paying others to assume risk we didn't want.

Managing risk, in fact, is all we do. We manage risk on one asset—U.S. home mortgages—perhaps the safest asset in the world. All told, 96 percent of all mortgages in America are paid in a timely fashion, which goes to show just how much Americans cherish homeownership. And to help us analyze our risk precisely, we have amassed performance data on 29 million loans dating back over 20 years.

All of this helps to explain why our credit loss rate during the nineties averaged only 5 basis points—five cents on every hundred dollars—even during the recessions in California and New England. Just to compare, the bank credit loss rate on their more diverse set of assets was an average of 86 basis points, or 86 cents on every hundred dollars. Today, our loss rate is lower than ever, at just 1 basis point last year.

A strong secondary market makes the entire financial system safer and more stable. The government holds Fannie Mae and Freddie Mac to the highest financial safety and soundness standards in the financial services industry. We have to hold enough capital to survive a stress test—essentially, ten years of devastating mortgage defaults and extreme interest rate movements. Other financial institutions would not last long under the scenario spelled out in our capital

requirements. Thrifts, for example, would become insolvent after five to seven years. At the end of the ten years, Fannie Mae and Freddie Mac would be the only major holder of mortgage assets still standing. A strong secondary market puts mortgages in the safest hands.

Now let's look at the public benefit.

First, the secondary market means consumers never have to hear their lender say, ''sorry—we're out of money to lend.'' People think this can't happen, that it's something out of the Depression era. But without Fannie Mae and Freddie Mac, this could have happened at least twice in the last 20 years. When the S&L system crashed during the eighties, the thrifts in California and Texas would have had no money to lend if we had not stepped in to back their loans. Then, in 1998 when a credit crisis shook the capital markets, conventional mortgage rates would have jumped as jumbo rates did if Fannie Mae and Freddie Mac hadn't been able to raise billions of dollars in capital, and keep it flowing to lenders. Home buyers never felt the credit crunch. In both cases, hundreds of thousands of families would have been denied a mortgage.

The secondary market also drives down mortgage costs. Last week, a mortgage backed by Fannie Mae would be $19,000 cheaper, over the term, than a jumbo mortgage that's just a dollar beyond our loan limit. Our savings over the jumbo market jumped beyond $26,000 during the credit crisis of 1998. Today, a Fannie Mae loan is about $200,000 cheaper than a subprime mortgage, and even about $18,000 cheaper than an equivalent FHA or VA loan backed by the government. During the nineties, Fannie Mae alone saved consumers at least $20 billion through lower mortgage rates.

The secondary market also expands homeownership. Under the 1992 revisions to our charter, Congress requires Fannie Mae and Freddie Mac to meet affordable housing goals, to devote a set percentage of our business to underserved families and communities. As many of you know, Fannie Mae

Since 1993, these initiatives have boosted our lending to African Americans by 31 percent, and to all minorities by 16 percent. Last year, Fannie Mae alone provided nearly $46 billion in housing finance for over 400,000 minority families. That's what having a strong secondary market can do.

The success of our housing finance system is not lost on the other major industrialized countries. I just returned on Tuesday from meetings in London and Frankfurt with our debt investors—the people who buy our Benchmark securities that allow us to finance mortgages here. One of the many ironies of being Chairman of Fannie Mae is that there are countries in which investors will help finance American homeownership while their own homeownership rate is lower.

Naturally, many countries are curious about our system. Fannie Mae has responded to many requests to serve as advisors overseas, not because we will ever buy loans abroad, but because of our expertise in the unique U.S. secondary market, a market that is viewed in other countries as some kind of miracle.

So over the past few years, a team from Fannie Mae has been invited to 29 different countries from Europe, to Africa, to Latin America, to Asia to help them figure out how to build a better system like ours. These countries have asked us how to deepen their capital markets, manage risk better and expand affordable lending and fair lending. We just had a team in South Africa to help a start-up secondary market conduit develop mortgage risk modeling, which they want to use to fight redlining.

What you see in America is a dynamic web of entities—both public and private sector—delivering homeownership to citizens of all backgrounds, incomes and circumstances. We have small, medium and large mortgage originators and lenders, serving consumers from store fronts to web sites. We have home builders, Realtors, mortgage brokers, mortgage insurers and appraisers and mortgage.coms. We have consumer advocates, citizen activists and nonprofit housing organizations. The system receives wide support from local, county, state and federal agencies and elected leaders, public policies and public benefits. And behind all of it, we have a vibrant secondary market drawing capital from all over the world to finance this homebuilding, lending and purchasing.

The interaction of these entities is constantly driving the housing system to improve itself, to reward low cost and high quality, to police the bad actors and chuck out the bad apples, to search for new markets and untapped home buyers, and break down the barriers. Looking back over my years in the industry gives me confidence that the U.S. housing system, with a little nudging here and there, will continue to do the right thing for consumers. Good money will drive out the bad. A better mousetrap is always in development. Underserved families will be served. Our system is constantly evolving and innovating to make owning a home more possible for more people.

Given how great our system is, it makes you wonder: Why are some voices suggesting there is something wrong with our housing finance system, something fundamental that needs to be fixed?

Certainly, the system benefits from constructive scrutiny. It is entirely appropriate for the Congress to hold oversight hearings on the safety and soundness of the secondary mortgage market. I look forward to testifying before Mr. Baker's subcommittee next week. It is also appropriate for our regulators—HUD and OFHEO—to monitor us closely. And it is appropriate for other agencies to ask questions within their purview as well. We welcome official scrutiny.

But something less constructive is also going on here in Washington. Recently, a senior Senator asked me why Fannie Mae was suddenly in the news so much. I explained to him that some very large financial institutions have decided they are not content with the way the system works for them. They see how Fannie Mae and Freddie Mac drive down mortgage costs for consumers and serve all mortgage lenders. They see how we give small- and medium-sized mortgage lenders a chance to compete with the large institutions. So this small group of large institutions would like to eliminate the benefits that Fannie Mae and Freddie Mac provide, from low-cost financing to automated underwriting systems.

They have brought the fight to Washington under the name FM Watch. They began by defining themselves as a watchdog group, and their rhetoric was mild. But over the course of the past year, they have been unable to gain any traction. They have been unable to answer the question of how the consumer would benefit from any of their proposals regarding Fannie Mae and Freddie Mac. And our nickname for this group, the ''Coalition for Higher Mortgage Costs,'' has stuck like a tattoo.

So this group has switched from watchdog to attack dog. Its strategy is now to create an instant crisis, to convince policymakers that Fannie Mae and Freddie Mac are a financial risk to the taxpayer, an S&L crisis waiting to happen. This is the equivalent of the owner of one movie theater going to a rival theater and shouting ''fire!'' A mortgage insurance industry that nearly collapsed in the 1980s and a banking industry that collapsed in the early 1990s now seek to tag the secondary mortgage industry with the word ''risky.''

By trying to create a crisis, FM Watch has gone beyond a watchdog role into an approach which, carried to its logical conclusion, would actually harm the housing finance system, all in an effort to create short-term advantages for its members.

Never mind that its claims collapse under scrutiny. Fannie Mae and Freddie Mac are far from the S&L problems and banking problems that bankrupted their deposit insurance funds and required federal direct and indirect bailouts. To the contrary, if the failed S&Ls and banks had stuck to safe mortgage investments like we do instead of all their speculative non-mortgage investments, they might not have failed.

Our safety and soundness allowed us to be the ''white hats'' in the S&L and banking crises as we rode in with additional capital to keep the housing system going. The risk-based capital standard that Congress gave us since the S&L and banking crises has made us even more safe and sound. What FM Watch does not mention is that if the economic stress test in our capital standard ever came to pass, the government would have to bail out their members long before Fannie Mae was in any danger.

But you can learn a lot from debating with an entity like FM Watch. They use so many facts that you just can't find anywhere else. It reminds me of a story Adlai Stevenson once told. He reminded his audience of the old lawyer addressing the jury, who closed his summation by saying: ''And these, ladies and gentlemen, are the conclusions on which I base my facts.'' FM Watch is looking for any conclusion that will help to damage Fannie Mae and Freddie Mac. The facts will be altered to fit.

If this Coalition for Higher Mortgage Costs were successful, it would destabilize the secondary mortgage market and the related capital markets. This destabilization would undermine the entire housing industry and its progress, raise costs for consumers and stifle the advance of homeownership—harming underserved families first. Because such an outcome is unacceptable, I don't think this will happen. The American people and their elected representatives are smart. They will soon recognize another lobbyist-driven Potemkin-crisis public relations campaign for what it is. Then they and the capital markets will stop listening.

Certainly our housing system is not perfect. Minority homeownership rates are too low. There is still inequality in affordable mortgage credit. Too many families that can afford the least are being charged the most for mortgage

One issue deserving of further study is the question of why disparities in loan approvals between white and minority borrowers continue to persist. Many have suspected overt racial discrimination. But those disparities can be found even in automated underwriting systems using racially neutral underwriting criteria.

We take this issue very seriously because in our experience, automated underwriting has in fact expanded lending to minority families. To try to understand the problem

better, we have studied results from our system, Desktop Underwriter. We found that differences in credit histories account for about 50 percent of the difference in loan approvals. And when you also factor in the applicant's loan-to-value ratio and reserves, these three factors together account for over 90 percent of the difference in the approval ratings. The results of this study point to the need for public policies addressing consumer credit education and minority savings and wealth development.

The housing finance system needs more answers to questions such as this. To further explore these issues, next month Fannie Mae is hosting a conference titled ''The Role of Automated Underwriting in Expanding Minority Homeownership.'' We're bringing together a range of advocates, academics, regulators and lenders to engage in a meaningful dialogue concerning automated underwriting systems and their role in expanding homeownership and promoting fair lending. I am personally committed to working every day to make sure that these systems are the best they can possibly be.

All in all, the housing finance system—through inspiration, perspiration and a little luck—has grown into the most successful system in the world. It is worth protecting and defending. We must never allow the system to be damaged by those who would place their narrow financial interests ahead of those of the industry as a whole and—most importantly—ahead of the consumers we serve.

This being a national election year, it is a good time to discuss and debate our national priorities, and certainly homeownership is high among them. Few ideals unite us more than owning a home to raise your family, invest your income, become part of a community and have something to show for it. There are many ways to go about improving the housing finance system to make it better, more affordable and more inclusive. As we pursue these efforts, we need to keep our eyes on the prize and ask the most important question, ''does this proposal help or hurt home buyers?''

Thank you.

HONORING AMBASSADOR STEPHEN CHEN

HON. SOLOMON P. ORTIZ

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. ORTIZ. Mr. Speaker, today I pay homage to an outstanding diplomat who is leaving Washington with two years of distinguished service in the United States Diplomatic Corps, Ambassador Stephen Chen.

Ambassador Chen has been a wealth of information for me and my staff about the intriguing diplomacy of the Pacific Rim. He leaves Washington with the satisfaction of having represented the interests of his country well while in the United States, and he strengthened the all-important relationship between the United States and Taiwan.

Ambassador Chen is a career officer, serving Taiwan's foreign ministry for nearly 50 years now. He is the consummate diplomat, with a rare gift of persuasion without the appearance of appearing to be inflexible. He has charmed many Washington officials, guests and other diplomats during his time here with insightful knowledge about trade, international relations, and a variety of other topics.

At Twin Oaks, a historic landmark in central Washington, Ambassador Stephen Chen and his lovely wife Rosa have hosted many gatherings. Ambassador Chen is always generous in regaling his guests with self-deprecating jokes, as well as stories about Taiwan and her people. He brought all of us closer to Taiwan and to his native culture.

I ask my colleagues to join me in wishing Stephen and Rosa Chen well as they retire from the foreign service and return to their beloved Taiwan.

HONORING THE LATE EVANGELINE C. MILLS

HON. SAM FARR

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. FARR of California. Mr. Speaker, today I honor a woman who supported countless local charities in the community. Mrs. Evangeline C. Mills passed away at the age of 69.

Born in Holtville on November 22, 1930, Eve lived in Salinas for 46 years. She played a very active role in the community including her membership on the advisory board of the Foundation for Monterey County Free Libraries, on the board of the Western Stage and also as past president of PEO, a women's philanthropic organization. In 1996 Eve and her husband were named Volunteers of the Year by the United Way of Salinas Valley where they served as co-chairs of the Alexis de Tocqueville Society. In the same year, the Development Executives Network and the National Society of Fund-rasing Executives, Monterey Bay chapter, honored the couple as Philanthropists of the Year. Eve was also a volunteer driver for Meals on Wheels of the Salinas Valley for over 20 years.

Eve will be forever remembered by dear family and friends. She will be sorely missed by the many people who were privileged to know her. Eve is survived by her husband; two sons, David and Jim Mills, both of Salinas; two daughters, Susan Mills of Salinas and Kathy Mills of Pacific Grove; her parents, Ted and Loreen Todd of San Jose; and eight grandchildren.

HONORING GEORGIA GULF CHEMICALS & VINYLS, L.L.C.

HON. KEN BENTSEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. BENTSEN. Mr. Speaker, I rise to congratulate Georgia Gulf Chemicals & Vinyls, L.L.C. and its employees for selection by the Pasadena Chamber of Commerce as the Industry of the Year.

Georgia Gulf and its employees have been responsible members of the Pasadena community, and have had a significant impact on the local business community. In addition to making sizable expenditures on supplies and raw materials in the Pasadena area, Georgia Gulf has shown a commitment to reducing the amount and/or toxicity of hazardous and nonhazardous wastes generated. Though not required by any state or federal regulations, Georgia gulf operates a vapor recovery system for acetone loading, resulting in reducing emissions to the atmosphere.

Georgia Gulf received recognition from Pasadena's Local Emergency Planning Committee for their support and involvement with the Household Hazardous Material Collection Day. Georgia Gulf employees also volunteer with the Bay Day Celebration to provide information to the public on pollution prevention, water quality, and the Galveston Bay ecosystem.

In addition to environmental efforts, Georgia Gulf has shown a commitment to safety. The company received the Texas Chemical Council's ''Caring for Texas'' Award for outstanding performance in pollution prevention, community awareness, and safety awareness. The Council also recognized Georgia Gulf for going a year without a recordable accident in 1999.

A true connection exists between Georgia Gulf and the Pasadena community. Most of the 80 employees make their homes in Pasadena area neighborhoods. Demonstrating their generosity and connection to community, the company's employees have logged thousands of volunteer hours on local projects.

Georgia Gulf's active involvement in the Pasadena community can be traced through its participation in a wide variety of civic organizations, including the Pasadena Chamber of Commerce, the Pasadena Citizens Advisory Panel, the Clean Channel Association and several community-based nonprofit organizations. The Pasadena Livestock Show and Rodeo and area Little Leagues also benefit from the active support of Georgia Gulf. The employees' participation in the American Heart Association's Heartwalk, United Way fundraising, and the Bridge to help battered women, add to the list of reasons why Georgia Gulf has earned this year's Industry of the Year Award.

Georgia Gulf has contributed to efforts to provide a first-rate education for the young people of Pasadena. Georgia Gulf and its employees: serve on the East Harris County Manufacturers Association Schools Outreach Subcommittee to provide Pasadena schools with supplies, mentoring, and monetary donations; host industry tours for ninth graders from area high schools; participate in a mentoring program with fifth graders called the Pen Pal program; and donate computer equipment to the Pasadena school district.

Mr. Speaker, I congratulate the employees of Georgia Gulf on being named the Pasadena Chamber of Commerce Industry of the Year. This honor is well-deserved for their work in expanding business and job opportunities, establishing safer conditions for workers, and instituting initiatives to protect the environment. This award indicates that Georgia Gulf has demonstrated a commitment to strengthening community relations by supporting employees volunteer activities and making contributions to deserving sectors of the community.

10TH PRESIDENT OF THE TURKISH REPUBLIC

HON. GEORGE R. NETHERCUTT, JR.

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. NETHERCUTT. Mr. Speaker, Turkey is undergoing a peaceful transition of power, which has received little attention in this country. Last Friday, the Turkish parliament secured the necessary support to vote Ahmet Necdet Sezer, a former top judge as the 10th President of the Turkish Republic. He will officially assume his post on May 16th.

This development was viewed positively by the European Union and western circles. President-elect Sezer is known as an outspoken advocate of democratic reforms and a staunch defender of secularism.

His accession to the presidency was also well received at home. According to a public opinion poll, he enjoys 81 percent popular support. According to the same poll, 75 percent of those polled believe that he would be a successful President.

Mr. Speaker, Turkey is well known as a dependable and strategically located NATO ally, but the State Department's 1999 report on global terrorism, which was recently released, highlights Turkey's contributions to curtail terrorism, perhaps one of the biggest threats to our security in this new millennium.

In 1999 Turkey not only captured Abdullah Ocalan, the leader of the vicious PKK which was responsible for the death of tens of thousands of people, but also was successful in thwarting the activities of the leftwing Revolutionary People's Liberation Party/Front (DHKP/C) as they prepared to inflict damage on U.S. targets.

The report details the Turkish police's successful operation against the terrorist group in a shootout on 4 June as the terrorists prepared unsuccessfully to fire a light antitank weapon at the U.S. Consulate in Istanbul from a nearby construction site. Authorities also arrested some 160 DHKP/C members and supporters in Turkey and confiscated numerous weapons, ammunition, bombs, and bomb making materials over the course of the year, dealing a harsh blow to the organization.

According to the report, Turkey also made significant progress against Islamic terrorism, as Turkish authorities continued to arrest and try Islamic terrorists vigorously in 1999. The report states that militants from the two major groups—Turkish Hizballah, a Kurdish group not affiliated with Lebanese Hizballah, and the Islamic Great Eastern Raiders-Front—managed to conduct low-level attacks.

There were at least two attempted bombings against Russian interests in Turkey during 1999. On 10 December authorities discovered a bomb outside a building housing the offices of the Russian airline Aero-Flot in Istanbul. The bomb weighed approximately 14 kilograms, was concealed in a suitcase, and was similar to a bomb found on the grounds of the Russian Consulate in Istanbul in mid-November. Turkish officials suspect that Chechen sympathizers were responsible.

While most of our NATO allies have benefited from the end of Cold War, experts maintain that since 13 of the 16 possible conflicts in the world are in Turkey's neighborhood, Turkey has not benefited from a peace dividend. We must continue to support and nurture the friendship we have with the Republic of Turkey, a close ally that continues to shoulder a heavy burden for regional peace and security.

HONORING DR. JOE SAMUEL RATLIFF FOR HIS 30TH YEAR IN THE MINISTRY

HON. SHEILA JACKSON-LEE

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Ms. JACKSON-LEE. Mr. Speaker, it is an honor for me to recognize the achievements of Dr. Joe Samuel Ratliff, of Brentwood Baptist Church. On Wednesday, May 17, 2000, the congregation of Brentwood Baptist Church honored Pastor Ratliff for the many contributions he has made over the last 30 years in the name of the Lord.

Dr. Joe Samuel Ratliff of Lumberton, NC, received his Bachelor of Arts in History, from Morehouse College, Atlanta, GA. He received both the Doctorate of Ministry and Doctorate of Divinity degrees from the Interdenominational Theological Center in Atlanta, GA. He has done post-doctoral work at Harvard University, Cambridge, MA.

It is difficult to imagine what the Houston community would be like today had Dr. Ratliff not been called to become Pastor of Brentwood in 1980. We have been truly blessed to have a man with his sense of dedication and selflessness among us. In 1993, Dr. Ratliff coauthored the book, Church Planting in the African-American Community (Broadman Press). He was named the first African-American Moderator of the Union Baptist Association . . . the nation's largest urban Southern Baptist body, consisting of 250,000 members in 1994. In March of 1997, his portrait was hung in the Hall of Fame in the Martin Luther King, Jr. International Chapel on the Morehouse College Campus. Under Pastor Ratliff's leadership, the Brentwood family has grown to 10,000 strong.

Pastor Ratliff's time with the ministry has allowed him to develop a strong support network that extends outside the church. Dr. Ratliff currently serves as Chairman of the Board of Trustees of the Morehouse School of Religion and Vice Chairman of the Board of Trustees of the Interdenominational Theological Center. Dr. Ratliff is a life member of Alpha Phi Alpha Fraternity, Inc., and is married to Mrs. Doris Gardner Ratliff.

Mr. Speaker, it is with great pride that I ask you and my fellow members of the 106th Congress to join me in saluting Pastor Joe Samuel Ratliff. Self-evident is his lifelong journey to enhancing the dignity and nurturing the spirits of all people. I am grateful that there are people like Dr. Ratliff who serve as examples of what we should all strive to be.

THE UCSD CANCER CENTER: WORLD-CLASS RESEARCH, GAINING WORLD-CLASS PRIVATE SUPPORT

HON. RANDY "DUKE" CUNNINGHAM

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. CUNNINGHAM. Mr. Speaker, I want to bring to the attention of my colleagues the exciting, new research opportunities being pursued by the UCSD Cancer Center in La Jolla, California, and to recognize some very generous families and organizations for the extraordinary private support they have recently pledged to provide to the Center.

The UCSD Cancer Center is now undergoing a tremendous period of growth and resurgence. Directed by the distinguished Dr. David Tarin, the goal of the Center is to research and help deploy the many new treatments and protocols now being developed to fight and prevent cancer. Through the leadership of people like Labor Appropriations Chairman JOHN PORTER, the Republican majority in Congress has successfully raised the bar of investment in health research and cancer research as a major national priority of the people of the United States. Now this research, in many cases, requires a next step: the testing and evaluation of treatments and medicines through clinical trials. Such trials are a major focus of the UCSD Cancer Center, so that we can bring together medical professionals, researchers and patients to the benefit of everyone. By consolidating research and treatment at the UCSD Cancer Center, we will learn more about treating and preventing this horrible scourge of cancer, in a way that preserves and enhances the dignity and peace of cancer patients, their families and their loved ones.

Such cancer is not inexpensive. Conversely, though, I believe that we cannot afford not to invest in such a center. It gaining increasing recognition from the National Institutes of Health's National Cancer Institute, directed by my friend Dr. Rick Klausner. It is the focus of a regional effort by the San Diego County Board of Supervisors, to apply local tobacco settlement funds to combat and prevent cancer.

I want to pay particular attention to several families who have put forth their own treasure to the improvement of this vital Center. Within the past several months, private gifts totalling $47 million have been pledged for this purpose.

In thanksgiving for a gift of $20 million by San Diego Padres majority owner John Moores and his wife Rebecca, the center will be named the John and Rebecca Moores UCSD Cancer Center.

Longtime investment banker and attorney Jerome Katzin and his wife Miriam have pledged another $15 million.

And many more gifts large and small, by San Diego's leading families and by people whose lives have been touched by cancer, have been pledged to this Center.

Mr. Speaker, this Center is gaining national recognition in its field. As a strong supporter of cancer research and of this Center, I want to

bring both the Center and its private family supporters to the attention of my colleagues in Congress and to the country.

I commend my colleagues to read the attached article from the San Diego Union-Tribune, describing both the Center and the gifts of its supporters in greater detail.

[From the San Diego Union-Tribune, May 5, 2000]

WORLD-CLASS CANCER CENTER PLANNED AT UCSD

(By Cheryl Clark)

A regional cancer center financed by gifts of $47 million from local families is to be built in La Jolla, consolidating research and treatment in what UCSD officials hope will become one of the nation's best places for care.

The plan is to bring researchers, clinicians, prevention specialists and educators under one roof in an effort that UCSD Chancellor Robert Dynes called a ''bench-to-bedside approach to conquering cancer.''

''San Diego deserves a cancer center that ranks among the world's best, and UCSD is the logical place,'' Dynes said yesterday.

University officials hope the coordinated center eventually will receive the higher level and prestigious ''comprehensive'' designation from the National Cancer Institute.

That label would not only attract more qualified scientists and clinicians, it would be a magnet for funding for clinical trials of cancer compounds from the federal government, private foundations and pharmaceutical companies.

The announcement follows several ambitious and far-reaching developments recently in the San Diego medical community focusing on cancer research and treatment.

''We can now see on the horizon the realization of a dream,'' said Dr. David Tarin, associate dean for cancer affairs and the new center's director. ''At the moment, we are scattered at 24 sites and at two hospitals.''

The largest of the gifts was $20 million pledged by Padres majority owner John Moores and his wife, Rebecca. The center will be named the John and Rebecca Moores UCSD Cancer Center.

The Moores were unavailable for comment, but in a written statement they said, ''When we lived in Houston, we observed the profound impact of a vigorous, highly regarded cancer center equally dedicated to research and patient care.''

Another large contributor was Jerome Katzin, an attorney and former investment banker with Kuhn, Loeb & Co./Lehman Brothers for 35 years. He and his wife, Miriam, pledged $15 million.

Officials hope to start construction next year, following approval by the University of California Board of Regents.

The facility will be built on 2.4 acres southeast of Thornton Hospital near the Shiley Eye Center and the Perlman Ambulatory Care Center.

The five-story structure would house laboratories, outpatient treatment areas and conference and office space for teaching. Patients requiring acute care would be treated at other area hospitals such as Thornton or UCSD Medical Center in Hillcrest.

Dynes, Tarin and David Bailey, dean of UCSD's School of Medicine, said they are halfway to their fund-raising goal. They anticipate the project will cost $75 million to build and an additional $25 million to support clinical trials and treatment programs. They said they are confident they will raise the remaining $53 million.

Numerous physicians and patients have criticized the region's existing cancer treatment resources, saying some patients who want to try certain experimental chemotherapies have to travel to larger programs in Los Angeles, Houston, Seattle, Boston or New York.

UCSD officials said they have long wanted to enhance their cancer program. Two years ago their application for National Cancer Institute funding received poor marks and was rejected, in part because evaluators said UCSD lacked a coordinated system by which UCSD and regional molecular biology research is translated to clinical care.

UCSD also was criticized for its lack of a formal vehicle for treating cancer in children. Plans to merge UCSD's pediatric program with that at Children's Hospital have fallen apart several times.

''It was mandated by the NCI that children should be included in clinical trials,'' Tarin said. ''We want to make that a major component.''

Bailey said he is having conversations with Children's Hospital and hopes to finally have an agreement.

Blair, Sadler, Children's president and chief executive officer, said such a collaboration would be ''an ideal marriage'' because Children's now has about 200 pediatric cancer patients enrolled in clinical trials and is following

UCSD is in a unique position to work on all sorts of common cancers, Tarin said, especially those that are not more prevalent in the San Diego area, such as uterine and cervical cancer and melanoma, which can be caused by overexposure to the sun.

''By assembling everything in one place, in a single building, we hope that the whole of our endeavor will become more than the sum of several parts, and that delivery of care will be a model for other communities to build upon,'' Tarin said.

''We need to understand the scale of this venture,'' he said. ''Fifteen hundred people every day will die of this disease. That may not sound like a great number, but it represents about five jumbo jet planes crashing, and that would be big news.''

UCSD is not the only major medical system trying to develop a cancer center. Seven months ago, cancer experts with the Scripps organization announced plans to build one and to apply for the NCI's ''comprehensive'' designation.

But UCSD appears to be the furthest along. Last week, NCI awarded UCSD's Dr. Thomas Kipps, a cancer immunologist, $16.5 million to direct a coordinated attack against chronic lymphocytic leukemia, the most common blood cancer among adults, at nine institutions around the country.

Also under way is an effort, spearheaded by Tarin, to use $100 million of the $1 billion in settlement money from tobacco litigation to organize a regional collaboration of all cancer centers.

That effort, advocated by county Supervisors Ron Roberts and Dianne Jacob, is in the planning stages, and a consultant was hired for $500,000 to write a report about what would be required to make that happen.

Roberts, who attended the news conference yesterday where architectural plans for the cancer building were unveiled, said: ''I don't think we ever assumed there wouldn't be rivalry between the institutions (Scripps and UCSD). But our dream was that we could link them regionally in a way they'd never been before.

''Our dream was that we could compete with the Boston, Houston and New York cancer centers in providing services. But we have a long way to go.''

Dr. Ernest Beutler, head of the Scripps molecular and experimental medicine department and chairman of the new Scripps cancer center's board of governors, said he doesn't see the two cancer center efforts ''as a competitive thing.''

''I don't think there could be too many people trying to make a dent in the cancer problem,'' he said.

Beutler declined to say how much Scripps has received in donations or whether Scripps and UCSD might be competing for the same philanthropic dollars.

''There will be areas where we certainly want to work with UCSD, which has some very good people,'' he said.

WORLD BANK PROTESTS

HON. BRUCE F. VENTO

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. VENTO. Mr. Speaker, I would like to share with my colleagues this recent editorial in the Star Tribune regarding the protests of the spring meetings of the World Bank and IMF in Washington, D.C. This intriguing perspective is an insightful analysis of the scope of the debt relief issue and role of the World Bank in combating this humanitarian challenge. Congress must move forward and address the growing problem of third world debt and follow a policy path that seeks to break the chains of debt for the world's most impoverished nations.

[From the Star Tribune]

WORLD BANK PROTESTS: WHAT, EXACTLY, IS THE POINT?

Anyone who has marched for justice or signed a petition can find some sympathy for the demonstrators who have swarmed into Washington, D.C., to disrupt spring meetings of the World Bank and International Monetary Fund. The question is: Why aren't they on the other side?

The World Bank, whose Pennsylvania Avenue headquarters has become an emblem of evil and conspiracy, is arguably the biggest antipoverty agency in the world today. In 1998 it made loans of $28.6 billion—mostly to very poor countries and mostly to build schools, improve roads, buy fertilizer, equip medical clinics and promote population planning.

Has the World Bank sponsored some destructive and ill-conceived projects? Certainly. But Americans who want less poverty in the world, more schools, cleaner water and better nutrition should be in the streets seeking more money for the World Bank, not less.

Some protesters would say their target is not the World Bank, per se, but the trend it represents—a process known as globalization, variously defined as the sweatshop production of Gap clothing or the ceaseless expansion of McDonald's.

But this is a narrow and shabby definition of what has happened in the world's since 1970. Three decades of rapid economic integration and massive capital flows have been accompanied not by the immiseration of the world's workers, but by the most rapid reduction in world poverty in a century. In Asia alone, 1 billion people have been lifted

out of poverty since 1980, and the world's overall poverty rate has been cut in half, from 34 percent to 17 percent.

Global capitalism can't take all the credit for these developments. But it has played an important role, according to a new report by the consulting firm A.T. Kearney. Kearney studied 34 countries representing three-fourths of the World's economic output. It found that countries that opened themselves to world trade most rapidly—countries such as China, Poland, Chile, Portugal and the Philippines—also posted the fastest economic growth and, despite widening income gaps, also made the best progress in reducing poverty and increasing government spending on social ills.

Some share of the demonstrators would say they are not trying to halt world trade or shut down the World Bank, but steer both toward a path of social and environmental sustainability. That message makes for demonstrations genuinely useful. Of course, it's not terribly different from the message coming from inside the targeted buildings. The International Monetary Fund is now a leading advocate for debt relief in poor nations, while the World Bank incorporates environmental and labor groups into about half of its lending projects.

Now that they have the world's attention, the demonstrators should say, specifically, how they would improve upon those useful developments.

TRIBUTE TO THE PILGRIM BAPTIST CHURCH OF SAN MATEO

HON. TOM LANTOS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. LANTOS. Mr. Speaker, I would like to urge my colleagues to join me in recognizing the proud history and social contributions of the Pilgrim Baptist Church of San Mateo, California. Since its founding over seventy-three years ago, this house of worship has grown not only in numbers but also in its commitment to community service.

During the 1920's, the Peninsula south of San Francisco was dotted with small towns, neighborhoods filled with people of many colors and creeds who were drawn to the beauty and promise of the Bay Area. In this era of change the Pilgrim Baptist Church was born. On New Year's Eve 1925, A.J. Lucas of San Mateo hosted a prayer and watch meeting in his North Fremont Street residence. These gatherings became regular occurrences in the months to follow, as Mr. Lucas and his fellow believers convened on Sunday and Thursday evenings at the Lucas' home. On April 4, 1926, the church was formally organized and named the Abyssinia Missionary Baptist Church.

During the decades to come, as America waged a world war and the City of San Mateo grew into a vibrant community of culture and commerce, the Pilgrim Baptist Church continued to thrive. In 1962, when it constructed its present sanctuary at a cost of over $100,000, Pilgrim had over four hundred members. The church's outstanding reputation inspired the formation of new congregations throughout the Peninsula, many of them guided by former Pilgrim members.

In addition to educating its congregation and community about religious principles, the Pilgrim Baptist family offers a network of support that reflects the finest of its Christian values. Men and women with problems can turn to the church for spiritual guidance, emotional strength, and peer support. Others turn to Pilgrim Baptist Church in times of joy, among them the many Peninsula students who celebrate their high school graduations at the church's annual festivities to honor the accomplishments of African-American youth in the Bay Area. Some of these young people have received college scholarships from The Dukes and Duchesses, a group of Pilgrim congregants who work together to encourage minority educational advancement.

Mr. Speaker, chronicling every one of Pilgrim's religious and cultural contributions would be an arduous task. From the Home Bible Study Ministry to the annual concerts of the Mass Choir in honor of Black History Month, the Pilgrim Baptist Church offers extraordinary blessings to so many Bay Area residents.

Today, more than three-quarters of a century after A.J. Lucas began holding prayer meetings in his home, Pilgrim Baptist Church remains a beacon for the San Mateo community. Under the able leadership of its current pastor, Rev. Larry Wayne Ellis, membership is now approaching 600 people, and the congregation prepares to dedicate a new Education and Fellowship Building addition this July.

Mr. Speaker, the contributions of Pilgrim Baptist Church truly reflect the Biblical injunction to love and serve one another. I urge all of my colleagues in the Congress to join me in commending the values and public service of this exceptional San Mateo institution.

PERSONAL EXPLANATION

HON. HERBERT H. BATEMAN

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. BATEMAN. Mr. Speaker, I was regrettably absent during the evening of May 10, 2000, and missed six recorded votes on amendments to H.R. 701. Had I been present, I would have voted as follows: Regula—vote No. 160—"nay"; Radanovich—vote No. 161—"yea"; Tancredo—vote No. 162—"nay"; Shadegg—vote No. 163—"yea"; Chenoweth-Hage—vote No. 164—"yea"; Pombo—vote No. 165—"nay".

I was also absent on Monday, May 15, 2000, and consequently missed three recorded votes. All three were conducted under suspension of the rules. Had I been present, I would have voted as follows: H. Res. 491—vote No. 180—"yea"; H.R. 4251—vote No. 181—"Yea"; H. Con. Res. 309—vote No. 182—"yea".

HONORING THE THOMASVILLE HIGH SCHOOL, LEDFORD SENIOR HIGH SCHOOL, AND WESTCHESTER ACADEMY BASKETBALL TEAMS

HON. HOWARD COBLE

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. COBLE. Mr. Speaker, with the 2000 NCAA basketball season having drawn to a close and the NBA season in playoff fever, I would like to recognize three schools from the Sixth District of North Carolina that captured state basketball championships recently. Thomasville High School, Ledford Senior High School, and Westchester Academy, have all been crowned 2000 North Carolina high school basketball champions.

Thomasville High School captured the boys 1–A state title. Champions for the second time in three years, the Bulldogs had an impressive season. We congratulate Wingate Smith, Brandon Jefferies, Leandor Poole, Justin Fordham, Derrick Peake, Michael Christian, Roy Peake, Jeremy Tillman, Brandon Setzer, Anthony Harris, and Josh Cockman. Other people who contributed to Thomasville's state title were Head Coach Woody Huneycutt, Assistant Coach Lacardo Means, manager Josh Winnex, as well as Tracy Quick, Shalonda Long, and Matthew Mathis.

Ledford Senior High School claimed the girl's 2–A state championship, their third title in six years. For the first time in school history, the Panthers won 30 games in a single season, ending with a spectacular 30–2 record. We congratulate Leslie Hinkle, Kara Mendenhall, Pam Oast, Kristen Ferrell, Kristal Robbins, Katie Ralls, Jennifer McCarthy, Britt Krull, Casie Thomas, Nancy Hinson, Lindsay Smith, and Alicia Stokes. The Panthers achieved their success with the help of Head Coach John Ralls, and Assistant Coaches Alan Patterson, Joe Davis, and David Sands. They were ably assisted by managers Jennifer Shuskey, Michael Scheuerman, Tim Bass, and Hunter Morris.

Westchester Academy won the boy's state independent school championship for the first time since 1976, dethroning five-time state champions Victory Christian. The Wildcats completed their season with an amazing 28–2 record. We congratulate Martin Rosenthal, Scott Craven, Brooks Weller, Jim Swaringen, Doug Esleeck, Kellie Jones, Tyler Hustrulid, Joel Foster, Matt McInnis, T.C. Crouch, Chad Habeeb, Lorenz Manthey, Johnston Spillers, Dwon Clifton, and Peter Tsampas. Head Coach Pat Kahny, Assistant Coach Jason Hailey guided the Wildcats to their state title, along with managers Jeff Finch, Rebecca Cochran, Trey Jones, and scorekeeper Lindsay Sams.

The Sixth District of North Carolina is proud of these three teams from Davidson County for their hard work and dedication. Congratulations to the boys from Thomasville High School and Westchester Academy, and the girls from Ledford Senior High School. Congratulations to all three teams for a job well done.

PERSONAL EXPLANATION

HON. ROBERT E. WISE, JR.

OF WEST VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. WISE. Mr. Speaker, on rollcall No. 193, I was meeting with constituents and did not realize a vote was taking place. Had I been present, I would have voted ''no.''

CONGRATULATING ROBERT STINE UPON HIS RETIREMENT

HON. C.W. BILL YOUNG

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. YOUNG of Florida. Mr. Speaker, today I wish to recognize Mr. Robert Stine, as he plans for his retirement from the Prince William County School System and Woodbridge Middle School. Mr. Stine has devoted 35 years of his life to the field of education. For the past 17 years he has been the principal of Woodbridge Middle School in Woodbridge, Virginia.

Mr. Stine was born in 1944 in Meadville, Pennsylvania. It was at an early stage of life that Principal Robert Stine first distinguished his extraordinary leadership skills. During his youth, he was actively involved in school organizations and rose to serve as President of both the Key Club and the Letterman's Club. He also excelled in several high school sports serving as the captain of the baseball and basketball teams.

Following this impressive High School career, Mr. Stine went on to Alliance College where he received his Bachelor's degree in biology in 1966. Five years later he obtained his Masters Degree in Guidance and Counseling from the prestigious University of Virginia.

In August of 1970, Mr. Stine began his career in the Prince William County School System. Starting out as a high school guidance counselor and J.V. basketball coach, he quickly moved up the administrative ladder. Mr. Stine took the position of Assistant Principal in 1974. Two years later he became the Principal of Stonewall Jackson Middle School, and later of Godwin Middle School, before accepting his current position as Principal of Woodbridge Middle. For almost two decades he has tirelessly devoted his time and efforts to serving the students, teachers and parents of the Woodbridge community.

During his years at Woodbridge Middle School, he and the school have been recognized throughout the state of Virginia for the new and innovative programs the middle school has initiated for its students. The school was one of the first to utilize the proactive disciplinary technique P.A.T.S., which teaches the concepts of rights, responsibilities, behaviors, and consequences to students who attend the school. Under the direction of Mr. Stine, Woodbridge Middle was the first school in Prince William County and one of the few middle schools in the entire state to adopt a school uniform policy. Another important plan developed during Mr. Stine's administration was the school's advisory program. This program, which promotes successful teaming exercises and fairness among all students, has earned national recognition and was featured at a national Middle School Conference several years ago.

Mr. Stine was also instrumental in the institution's receipt of numerous awards of excellence, including recognition by the State Department of Education as a Vanguard School. This prestigious designation recognizes Woodbridge Middle as one of the 25 finest learning institutions in the State. Woodbridge Middle School is also a V-Quest School, a distinction given to schools that use creative math and science curricula.

With the guidance and direction of Mr. Robert Stine, Woodbridge Middle School has become an outstanding place for adolescents to learn and grow. The teachers are dedicated to the academic, social and athletic development of each student. Parent and community involvement is encouraged in every aspect of the school's operation, and every student is appreciated for their unique background, abilities and talents. Today, I rise to honor Mr. Stine not only as a member of the House of Representatives, but as a proud father who has watched his three sons mature, develop and become better students and people while attending Mr. Stine's school. For that I am very thankful. We will miss him greatly and wish him the best as he moves on to new challenges in the next exciting chapter of his life.

NATIVE HAWAIIAN HOUSING

HON. NEIL ABERCROMBIE

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. ABERCROMBIE. Mr. Speaker, I express my support for the inclusion of the Hawaiian Homelands Homeownership Act, in the American Homeownership and Economic Opportunity Act, H.R. 1776. I appreciate the leadership of Representative RICK LAZIO on this bill. The Native Hawaiian housing provisions that were a part of the manager's amendment are similar to legislation that I introduced in the 105th Congress. I am hopeful that we can continue to work together to assure these important initiatives are signed by President Clinton this year.

The purpose of the Hawaiian Homelands Homeownership Act is to allow access to federal housing assistance programs to Native Hawaiians who are eligible to reside on Hawaiian Home Lands but do not qualify for private mortgage loans.

Although Federal housing assistance programs in Hawaii have been administered on a racially neutral basis, Native Hawaiians continue to have the greatest unmet need for housing and the highest rates of overcrowding in the United States. Forty-nine percent of Native Hawaiians experience housing problems as compared to 44 percent for American Indian and Alaska Native households and 27 percent for all other households in the United States.

These troubling statistics are not recent news. In 1920, Congress enacted the Hawaiian Homes Commission Act to address Congressional findings that Native Hawaiians were a landless and distressed population. Under the Act, approximately 200,000 acres of public land that had been ceded to the United States in what was then the Territory of Hawaii would be set aside for the native people of Hawaii.

When Hawaii was admitted into the Union of States in 1959, title to the 200,000 acres of land was transferred to the State of Hawaii with the requirement that the lands be held in public trust for the betterment of the conditions of Native Hawaiians. The Hawaii Admissions Act also required that the Hawaii State Constitution provide for the assumption of a trust responsibility for the lands. The lands are now administered by a State agency, the Department of Hawaiian Home Lands.

The Hawaiian Homes Commission Act authorized general leases of land set aside under the Act. Congress anticipated that revenues derived from general leases would be sufficient to develop the necessary infrastructure and housing on the home lands. However, general lease revenue has not proven sufficient to address infrastructure and housing needs. There are approximately 60,000 Native Hawaiians who are eligible to lease and reside on the home lands. However, due to the lack of resources to develop infrastructure (roads, access to water and sewer and electricity), hundreds of Native Hawaiians have been put on a waiting list and died before receiving an assignment of home lands.

In 1995, the Department of Hawaiian Home Lands published a Beneficiary Needs Study as a result of research conducted by an independent research group. This study found that among the Native Hawaiian population, the needs of those eligible to reside on the Hawaiian home lands are the most severe—with 95 percent of home lands applicants (16,000) in need of housing. Additionally, one-half of those applicant households face overcrowding and one-third pay more than 30 percent of their income for shelter.

The Hawaiian Homelands Homeownership Act will help move Hawaiians into their own homes. People have spent decades on the Hawaiian waiting list. One of the obstacles that has kept people from getting homesteads has been their inability to qualify for home lands. Once this bill becomes law, they'll have access to the loans they need to attain the dream of homeownership.

HOOSIERS SPEAK OUT ON EDUCATION

HON. DAVID M. McINTOSH

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. McINTOSH. Mr. Speaker, over the past few months I have heard a great deal about education reform from my constituents. The correspondence I received is so insightful that I want to share some of these thoughts and ideas with my colleagues in the House of Representatives.

Pamela Rolfs, a research administrator at Ball State University in my home town of Muncie, Indiana wrote, ''In talking with K–12 teachers I find that most of them feel that two of

their biggest challenges are inadequate classroom funding and student discipline problems. More and more excellent teachers are leaving their field due to the stress brought on by school violence and discipline problems.''

Henry Young of Muncie, Indiana made this point: ''Proximity generally facilitates perception of needs. Accordingly, states may well be better informed of regional exigencies than federal management. However, local management of public schools . . . is the better level of government to direct public schools.''

From Anderson, Indiana, Sandra Wilson wrote, ''One recruiter, which contracted one of my children, took his red pen out and corrected the letter of reference the high school English teacher had written. I had not pre-read this letter and obviously that was my mistake assuming an English teacher would be grammatically correct as well as being able to spell correctly . . . Teachers need to be accountable. They need an end product accountability. If a teacher is teaching English, should not the students be learning English?''

Mrs. Ann Weldy of Markleville, Indiana asked two insightful questions: ''How can teachers discipline well when they are not allowed to teach character building? How can we effectively discipline children, in order to create a better society, when the system is poor at disciplining itself?''

David Shepard, Professor Emeritus at Ball State University in Muncie stated, ''The present program of aid to education certainly does not put money into the classroom but into the education bureaucracy and into more and more methods courses at the expense of content courses.''

Said David Webster of Hope, Indiana, ''I am an elementary teacher in a public school. For 26 years, I have been entrusted with the lives of fifth graders. There are many individuals and groups continually striving to help children have the best education possible; however, I am becoming increasingly concerned about upper elementary class sizes.''

Mr. Rufus Cochran states, ''If you truly care about the state of education, consult classroom and special education teachers . . . Disruptive children and their parents are running our schools, because schools have been either stripped of their authorities or strongly discouraged from discipline for fear of lawsuits.''

Mr. Speaker, although these suggestions come from different areas of the district, they focus on similar themes. To be successful, education reform should drive more dollars to the classroom, strengthen school safety and discipline, enhance local control, and enact accountability measures. I am proud to say that I and my colleagues on the Committee on Education and the Workforce have made great strides in these areas.

To empower teachers to maintain classroom discipline, I introduced legislation to provide limited civil litigation immunity for educators who engage in reasonable actions to maintain an orderly, safe, and positive education environment. As an amendment to the Elementary and Secondary Education Act, the provision passed overwhelmingly.

To strengthen state and local involvement in education, Congress passed the Education Flexibility Act which allows eligible states and school districts greater flexibility in trying innovative education reforms using federal funds. This bill was signed into law on April 29, 1999.

Building on the success of this law, the House of Representatives also passed the Academic Achievement for All Act which allows even greater state and local flexibility in exchange for greater academic achievement.

On October 12, 1999, the House of Representatives passed the Dollars to the Classroom Resolution which calls for at least 95 percent of federal funds to go directly to classroom expenditures. Currently, as little as 65 cents of every federal tax dollar actually makes it to the classroom!

In the Teacher Empowerment Act and the Student Results Act which fund teacher training and services for disadvantaged children respectively, we successfully included provisions which will ensure greater quality and accountability in our schools. These bills, which passed in the House of Representatives await consideratioan in the Senate.

Mr. Speaker, as you know, we have worked hard to pass an impressive package of education bills which will empower parents, teachers, administrators, and communities to make needed changes to our education system. We have heard from our constituents whose ideas form the foundation of our legislative agenda. I would like to thank these constituents and others who have written and given me insight into the classroom.

IN RECOGNITION OF GREGORY PLAGEMAN, JR., OF DAVIE, FLORIDA

HON. PETER DEUTSCH

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. DEUTSCH. Mr. Speaker, I rise today in recognition of Gregory Plageman, Jr., of Davie, Florida. Gregory was recently honored by the Carnegie Hero Fund Commission after risking his own life to save the life of Pearl Steinberg. Indeed, Gregory committed a tremendous act of heroism of which he should be extremely proud.

The Carnegie Hero Fund Commission awards a bronze medal to individuals throughout the United States and Canada who risk their lives to an extraordinary degree while saving or attempting to save the lives of others. Since the program's inception in 1904 by philanthropist Andrew Carnegie, the Commission has recognized acts of outstanding civilian heroism, providing financial assistance to the awardees and the dependents of those awardees who are killed or disabled by their heroic actions. Gregory's story of bravery truly exemplifies the tenets espoused by the Carnegie Hero Fund Commission.

On June 24, 1999, 85-year-old Pearl Steinberg remained in her car after it had knocked over a gasoline pump at a local service station. Immediately engulfing the car, flames entered the rear of her car through a broken-out window. Upon witnessing this, Gregory forced open the car door, partially entered the automobile, and released Pearl's safety belt, pulling her out of the car and leading her to safety. The flames grew to 18 feet above the gas pumps within minutes, completely devouring the vehicle. Without Gregory's selfless act of bravery, Pearl Steinberg would likely have sustained fatal injuries.

Mr. Speaker, I would like to congratulate Gregory Plageman, Jr., for his heroic efforts in risking his own life to save another's. This was a truly selfless act of courage—an act that Gregory and the entire southern Florida community can be proud of.

PERSONAL EXPLANATION

HON. MAJOR R. OWENS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. OWENS. Mr. Speaker, I was unavoidably absent on a matter of critical importance and missed the following votes:

On the amendment to H.R. 853, to amend the Congressional Budget Act of 1974, introduced by the gentleman from California, Mr. DREIER, I would have voted ''nay.''

On the amendment to H.R. 853, to amend the Congressional Budget Act of 1974, introduced by the gentleman from Pennsylvania, Mr. GEKAS, I would have voted ''nay.''

On the amendment to H.R. 853, to amend the Congressional Budget Act of 1974, introduced by the gentlelady from Texas, Mrs. JACKSON-LEE, I would have voted ''yea.''

On passage of H.R. 853, to amend the Congressional Budget Act of 1974, introduced by the gentleman from Iowa, Mr. NUSSLE, I would have voted ''nay.''

IN HONOR OF THE GEORGE K. ALMIROUDIS CHIAN GERIATRIC FOUNDATION, LTD. AND HIS EMINENCE METROPOLITAN DIONYSIOS OF CHIOS, PSARA, AND OINOUSSES

HON. CAROLYN B. MALONEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mrs. MALONEY of New York. Mr. Speaker, today I pay special tribute to the George K. Almiroudis Chian Geriatric Foundation, Ltd. on the occasion of their first honoree dinner. I also salute their guest of honor, His Eminence Metropolitan Dianysios of Chios, Psara and Oinousses.

The mission of the George Almiroudis Chian Geriatric Foundation, Ltd. is to provide emotional, physical, financial and psychological, support to Hellenic American senior citizens residing in senior residencies and nursing homes in the United States. This foundation will also support the residents of the Zorzis Mihalinos Nursing Home of Chios.

This year, at their first annual dinner, the Foundation will honor Metropolitan Dionysios of Chios, Psara and Oinousses, born in Kalimeriani in Evoia. In 1952 he was ordained deacon and in 1956 he received his Bachelors Degree in Theology from the Theological University of Athens. For eight years he served

as Archdeacon at the Metropolis of Athens and in 1960 was ordained a priest.

His Eminence Metropolitan Dionysios chose an eclectic education and mission within the priesthood. He attended Athens Law School and from 1960 to 1978 served in the Navy, teaching at the Training School of Non-Commissioned Officers of Poros and Naustathmos, and Salamina. He also served as the General Director of the Directorate of Religion of the Armed Forces of Greece.

On November 6, 1979 Archbishop Serafim of Greece ordained him Metropolitan of Chios, Psara and Oinousses at the Metropolis of Athens.

Metropolitan Dionysios has participated in various ecclesiastical missions and conferences in Greece and abroad, and was recognized for his services with many awards and medals of honor. He also served as a Supervisor at the Metropolises of Mytilini, Eressos, Plomaria, Samos, Ikaria and Korsei where he developed many diverse activities in the pastoral and philanthropic areas. He has also authored many books on ethic/religious, spiritual and ecclesiastical topics.

Mr. Speaker, I salute the life and work of Metropolitan Dionysios and ask my fellow Members of Congress to join me in recognizing his contributions to humanity.

LUZERNE COUNTY HEAD START CELEBRATES ITS 35TH ANNIVERSARY

HON. PAUL E. KANJORSKI

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. KANJORSKI. Mr. Speaker, today I pay tribute to Luzerne County Head Start, Inc., on the occasion of its 35th anniversary, which will be celebrated May 22.

Luzerne County Head Start opened in 1965 and was one of the first such programs in the nation.

The program has grown from initially serving 90 children in one community, Wilkes-Barre, to serving a total of 692 children today at 11 locations in Luzerne and Wyoming counties.

Mr. Speaker, Luzerne County Head Start's accomplishments are truly impressive. Over the past 35 years, the program has prepared more than 12,000 children to enter kindergarten excited about learning and ready to succeed in school.

Further, four of Luzerne County Head Start's classrooms were accredited in 1999 by the National Association for the Education of Young Children, and other classrooms are being reviewed.

To put that in perspective, only 7 percent of early childhood programs nationwide have received this accreditation.

Head Start provides a high quality education program to children and their families. In addition, the program ensures that children receive nutrition and social services and needed medical services, including immunizations, health check-ups and preventive screenings.

Mr. Speaker, studies have shown that one-third more at-risk children who attended a quality early childhood program such as Head Start graduated from high school compared to those who did not attend.

Studies also show that at-risk children who have been enrolled in Head Start or other quality early childhood programs are 25 percent less likely to repeat a grade.

Since the current cost of public education averages $5,200 per student, per year nationally, programs like Luzerne County Head Start save taxpayers a significant amount of money in the long run.

Head Start is a proven program that helps to give children a strong beginning in life. I am proud to support it and proud of the good work of the Head Start centers throughout my district.

Under the Clinton-Gore Administration, funding for Head Start has doubled and I strongly support President Clinton's goal of increasing the number of children served nationally by Head Start from 793,807 in 1997 to 1 million in 2002.

Lynn Evans Biga is the very capable director of Luzerne County Head Start. She is aided by the board, including the executive committee of President John Hogan, Vice President Carl Goeringer Jr., Secretary Joanne Coolbaugh and Treasurer Gene Caprio, all of whom volunteer their time for this fine program, as does every member of the board.

Mr. Speaker, I am pleased to honor Luzerne County Head Start on the occasion of its 35th anniversary, and I send my best wishes for continued success to the employees and the many children and families whom they serve so well.

THE IMMIGRATION AND NATURALIZATION SERVICE DATA MANAGEMENT IMPROVEMENT ACT OF 2000

HON. JOHN CONYERS, JR.

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. CONYERS. Mr. Speaker, I am proud to be an original cosponsor of the Immigration and Naturalization Service Data Management Improvement Act of 2000.

This bill would eliminate the present provisions of section 110 of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996, which requires the establishment of a new entry-exit data collection system at land, sea, and air borders to our country. The bill replaces the requirement for the implementation of a new data collection system with the implementation of an "integrated entry and exit data system" using currently available data.

I welcome this important change in the provisions of section 110. This is an issue of great concern to the people and businesses of Michigan and other border states. Studies have revealed that carrying out the mandate of section 110 to create a new entry-exit data collection system would cause massive traffic congestion along our borders, bringing personal and business travel at many border points to a halt. This would have a crippling effect on trade and tourism.

I also would like to note for the record my understanding of a technical issue. The bill includes an implementation deadline for high-traffic land border ports of entry. With regard to land border crossings, I have been assured that the implementation provision in the deadline only refers to the "Arrival-Departure Records" (Form I–94) that already are issued to some foreign nationals when they enter the United States and that the deadline provision does not in any way impose a requirement on the Attorney General to develop a new system for collecting exit data at land borders.

The Immigration and Naturalization Service Data Management Improvement Act of 2000 is a far preferable alternative to the onerous data collection requirements of the existing version of section 110 of IIRIRA. I look forward to working with Representative LAMAR SMITH in seeing that this important change is passed into law this Congress.

IN HONOR OF MRS. H. BERT (RUTH) MACK

HON. GARY L. ACKERMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. ACKERMAN. Mr. Speaker, today I pay tribute to Mrs. H. Bert Mack, who will be honored by The Hillcrest Jewish Center at their 60th Anniversary dinner dance on Sunday, May 21st, 2000.

Ruth Mack has devoted over 50 years of her life to maintaining the high standards of excellence for which The Hillcrest Jewish Center is known throughout the Jewish communities of Queens County and New York. Ruth and her late husband, H. Bert Mack, have both been major benefactors to The Hillcrest Jewish Center. In fact, Mr. Mack was a guarantor of the original mortgage to construct The Hillcrest Jewish Center youth building. It comes as no surprise that The Hillcrest Jewish Center's main building has been named after H. Bert and Ruth Mack.

Mr. Speaker, Ruth Mack continues to carry on the philanthropic legacy that she and her husband valued so greatly. She is a generous contributor to many Jewish organizations including: The Eldridge Street Synagogue and the Museum of Jewish Heritage in Battery Park. She is also a benefactor of the esteemed Long Island Jewish Hospital. In addition, Ruth Mack has given generously of her own time, and she has spent many years teaching Hebrew to adults.

Growing up in the community, I can personally attest to the high esteem in which Ruth and her entire family are held by the multitudes who know and love her. On this special day it is also a privilege to be able to acknowledge Ruth Mack's four children: William, David, Earle and Frederick, as well as her six grandchildren: Steven, Richard, Andrew, Beatrice, Jason and Haley.

During my eighteen years of service in the U.S. Congress, I have been honored to speak and attend services at The Hillcrest Jewish Center on numerous occasions. The friendly and spiritual environment that I associate with The Hillcrest Jewish Center could not be possible were it not for the charitable contributions provided unselfishly by Ruth Mack.

Mr. Speaker, I ask my colleagues in the House of Representatives to join me today in honoring Mrs. H. Bert (Ruth) Mack for her loyalty and dedication to The Hillcrest Jewish Center.

TRIBUTE TO HOUSTON COUNTY LEGISLATOR JOSEPH SHERRILL STAFFORD

HON. SAXBY CHAMBLISS

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. CHAMBLISS. Mr. Speaker, I want to pay tribute to a great American and Georgian, Joseph Sherrill Stafford, who died Tuesday, May 9, 2000.

Mr. Stafford was an inspiration to all of us. As a leader and public servant, he believed strongly in doing what's right, and always gave 100 percent of himself to the people of Houston County, placing his faith in the Lord, his family, and his country. He will be greatly missed by the people of Georgia and his accomplishments will be long remembered.

Mr. Stafford was a graduate of Perry High School and married the former Ann Hallman of Bibb County, Georgia, in 1961. He served in the Army, from 1954–1956, and retired from Robins Air Force Base in 1989 after 30 years. He began his political career more than four decades ago as the mayor of Centerville, Georgia. Mr. Stafford was the first full-time chairman of the Houston County Commission, beginning in 1991, served as Chairman of the 21st Century Partnership, the community support group for Robins Air Force Base, taught Sunday school at First Baptist Church of Centerville, and just recently was named president of the Association of County Commissioners of Georgia.

Mr. Speaker, I had the distinct pleasure of working very closely with Mr. Stafford on many projects. During his long and enduring career, Mr. Stafford always remembered the ones he represented in a smooth, soothing and effective manner. Mr. Stafford was proud of the new courthouse and jail under construction near Perry, Georgia and will long be remembered in my mind, and the people of Georgia as an honest, hard working, servant of his constituents and his country.

I will miss Sherrill Stafford as a public servant, but I will miss him even more as a good friend.

PERSONAL EXPLANATION

HON. CORRINE BROWN

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Ms. BROWN of Florida. Mr. Speaker, on rollcall nos. 180, 181, 182, and 183 I was unavoidably detained and missed these votes. Had I been present, I would have voted "yes" on all four votes.

HONORING THE CAREER OF LINDA N. CLARK

HON. THOMAS M. DAVIS

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. DAVIS of Virginia. Mr. Speaker, today I honor Mrs. Linda Clark, principal of Flint Hill Elementary School in Vienna, Virginia. She has been the principal of Flint Hill Elementary for the past 25 years and will be retiring this week. From her humble start as a Third Grade teacher in Illinois to her being named the principal of Flint Hill Elementary in 1975, she has exemplified all that is good about the educational profession.

As principal of Flint Hill Elementary, Linda demonstrated and encouraged creativity and innovation in the classroom. She continually encouraged the staff, students and parents to stretch their talents and strengths and attempt new goals and endeavors, while always respecting the personality, teaching, and learning styles of staff, students, and parents.

Linda has always tried to foster cooperation between her school and her students' community. She held monthly parent coffees in various Flint Hill neighborhoods, and she created "Curriculum Nights" for various grade levels to share with parents. Linda also created "Highlights," a quarterly newsletter sent to all Flint Hill Elementary School families, which provides information on grade level curriculum activities for the upcoming school quarter. While strengthening ties between the school and the community, Linda also was an integral part of maintaining continuing dialogue between the faculty and staff in Flint Hill Elementary. Linda met regularly with staff members to discuss their professional growth and concerns. She always participated in morning and afternoon Flint Hill news programs, and she enjoyed meeting with individual and groups of students to discuss various issues, all-the-while encouraging feedback from students and staff regarding school programs and procedures.

While making Flint Hill Elementary School a friendlier place to learn, Linda took steps to keep herself, her staff, and faculty abreast of new developments in the field of education. To do this, she solicited feedback from many areas of expertise in formulating the school's curriculum. She shared reading material with the staff dealing with educational issues in particular child development: learning styles and brain development. Linda and Flint Elementary are also the proud hosts of the Area III Technology Expo, where Fairfax County School staff and students share and learn about the latest developments in the fields of computer and technological instruction related to POS and SOL objectives. I have had the opportunity to attend this expo on several occasions and can attest to its depth and substance.

Mr. Speaker, in closing, I wish to thank Principal Clark for all she has done for Flint Hill Elementary School over the past 25 years. She has been a role model for her students and colleagues, and she exemplifies the ideal of being a "lifelong learner." Her obvious curiosity about the world, its cultures, its people and her love of learning and sharing of knowledge are contagious. I know my colleagues join me in honoring Linda for her 25 years of dedicated service to educating our children and improving our community.

PERSONAL EXPLANATION

HON. THOMAS M. BARRETT

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. BARRETT of Wisconsin. Mr. Speaker, I was unable to vote Monday, due to family obligations requiring my presence in Milwaukee. I was also present for a vote on Tuesday evening and believe I voted, but my vote was not recorded.

On rollcall No. 187, concerning an amendment (H. Amdt. 709) offered by Representative GEKAS to the Comprehensive Budget Process Reform Act (H.R. 853), I was present but my vote was not recorded. I was present but my vote was not recorded. I had intended to vote "nay."

On rollcall No. 182, Expressing the Sense of the Congress with Regard to In-School Personal Safety Education Programs for Children (H. Con. Res. 309), had I been present, I would have voted "aye."

On rollcall No. 181, regarding the Congressional Oversight of Nuclear Transfers to North Korea Act (H.R. 4251), had I been present, I would have voted "aye."

On rollcall No. 180, regarding Naming a room in the House of Representatives wing of the Capitol in honor of G.V. "Sonny" Montgomery (H. Res. 491), had I been present, I would have voted "aye."

HONORING ROBERT C. McGANN, ACTING JUSTICE OF THE NEW YORK STATE SUPREME COURT

HON. JOSEPH CROWLEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. CROWLEY. Mr. Speaker, today I honor Judge Robert McGann for his long career of service to the city and state of New York. Judge McGann will be the Guest of Honor at this year's Catholic Lawyers Guild annual dinner on May 24th.

Born on June 11th, 1948, Judge McGann is a native of Queens County. He is a 1969 graduate of Fordham University, where he received a degree in Political Philosophy. He served on the Editorial Board of the Law Review at New York Law School where he was awarded a Juris Doctor degree in 1972.

Upon graduation from law school, Judge McGann was appointed as an Assistant District Attorney in Queens County in 1972, serving under Thomas Mackell, Michael Armstrong and Nicholas Ferraro. In 1976, he was appointed Special Assistant Attorney General in the office of Special Prosecutor John F. Keenan. From 1981 to 1986, he was an Inspector General in the administration of New York City Mayor Edward Koch.

Mayor Koch appointed him to the New York City Criminal Court in 1986. He has served as

Justice of the Supreme Court by Designation since 1995.

Judge McGann has been an Adjunct Associate Professor of Criminal Justice at St. John's University since 1977. He has lectured nationally on arson and other Fire Service related issues. He attended the National College of District Attorneys and the Cornell Organized Crime School.

He is a member of the Queens County Bar and the Association of the Bar of the City of New York. Judge McGann is also a member of the Catholic Lawyers Guild and is active in his parish, St. Andrew Avellino.

Judge McGann and his wife, Jane, are the proud parents of two daughters, Laura and Elizabeth.

Mr. Speaker, please join me recognizing Judge Robert C. McGann on a distinguished career, and his lifetime of commitment to Queens County and New York City.

RECOGNIZING NATIONAL BIKE TO WORK WEEK AND THE CONTRIBUTION OF THE LONG BEACH BIKESTATION

HON. STEPHEN HORN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. HORN. Mr. Speaker, May 14–20 is National Bike to Work Week. As a longtime supporter of bicycling, I encourage Americans to participate in this week of safe cycling as an alternative way to commute. As concerns rise about congestion on our roads and more air pollution, many workers forget about an alternative that is good for the soul and the environment.

Many commuters must rely on cars or public transit to get to work or school. However, for many, biking to work represents an often overlooked alternative. The bicycle represents a clean and convenient method of travel that more Americans are utilizing to stay fit, avoid traffic jams, parking hassles and expense, and promote clean air.

One development that is helping to make biking more attractive to commuters is located in the district I represent. The Long Beach Bikestation offers a public bike/transit center strategically located in downtown Long Beach to help people ride their bikes to work. Fifty thousand bikes have been used by satisfied customers. This facility won the Federal Highway Administration's Environmental Excellence award for Excellence in Community Livability in 1999. The Bikestation connects to more than 30 miles of suburban bike paths, downtown employment, shopping and a dining district. Modeled after facilities in Europe and Japan, the Long Beach Bike Station is considered the first of its kind in the United States and has inspired many similar facilities across the nation.

The Bikestation was launched primarily with Congestion Mitigation Air Quality funds as part of the Intermodal Surface Transportation Efficiency Act of 1991, or ISTEA. Since its opening in 1996, the facility has offered access to Metro Rail and bus/shuttle services, free secure ''valet'' bicycle parking, rental bikes for tourists and local businesses, a changing room, repairs and accessories shop, bike/transit information and a small café for refreshments.

Building upon the gains in ISTEA, Congress broadened its support for bicyclists in 1998 with the passage of the Transportation Equity for the 21st Century Act, or TEA–21. This law explicitly made bike paths and facilities eligible for federal funding. It also mandates that bicyclists and pedestrians will be included in long range transportation plans and that bicyclist access and safety must be addressed in transportation projects.

I comment those who are promoting bike safety and awareness by participating in Bike to Work Week. More information on bicycle safety can be found on the National Highway Traffic Safety Administration's website at www.nhtsa.dot.gov/people/injury/pedbimot/bike.

HONORING ANDREW U. AMWAY FOR FORTY-ONE YEARS OF TEACHING

HON. JOSEPH R. PITTS

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. PITTS. Mr. Speaker, as the school year draws to a close, I would like to take this opportunity to recognize a teacher who has spent the last forty-one years educating students in my district.

Mr. Andrew U. Amway is a history teacher, the head of the social studies department, a coach, a club advisor and a mentor to countless Hempfield High School students. After spending one year teaching elementary students in a different school district, Mr. Amway came to Hempfield where he spent the rest of his career. Many students learned not only American history in his classroom, but also to take pride in being an American. He is an old-fashioned teacher that believes that hard work is the key to success. And he has certainly been successful in teaching and leading his students. The accomplishments of his students both in academics and in life speak for themselves.

Not only is Mr. Amway a dedicated teacher, but he served as the coach for several athletic teams at the high school—boys and girls tennis, boys and girls swimming, and cross country. During his thirty-nine years of coaching his combined record is an astonishing 1397–254–4. His teams have captured numerous district and league titles.

It is safe to say that Mr. Amway knows how to get the best out of his students both in class and on the playing field.

Forty-one years is a long time to work in any job, but it is particularly unusual in this day and age to find a teacher that has been in the classroom that long. At Hempfield High School, it is the end of an era. Thank you, Mr. Amway for your many years of service.

HILLEL ACADEMY OF PITTSBURGH'S RECOGNITION OF SOPHIE MASLOFF AND ZVI AND RINA SHULDINER

HON. WILLIAM J. COYNE

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. COYNE. Mr. Speaker, today I acknowledge an upcoming event in my district. The Hillel Academy of Pittsburgh will recognize three individuals who have made significant contributions to the quality of life in our community.

Former Mayor of Pittsburgh Sophie Masloff will be honored for her many years of public service. Under her leadership the City weathered some difficult challenges and laid the groundwork for the prosperity that it is enjoying today. I had the honor and pleasure of working with Mayor Masloff during that time, and I was always impressed by her energy and her dedication to the people of the City of Pittsburgh.

Hillel Academy will also honor Zvi and Rina Shuldiner, who have served Hillel in a number of capacities, including their work as faculty members and as volunteer chairpersons for major school events. They have been involved in a number of activities that have benefited the Jewish community in Pittsburgh. The Shuldiners, it should be noted, are also the proud parents of three Hillel alumni.

I congratulate Mayor Masloff and Zvi and Rina Shuldiner, and I want to thank both them and the Hillel Academy for their efforts to improve the quality of life in Pittsburgh.

CONSERVATION AND REINVESTMENT ACT OF 1999

SPEECH OF

HON. DEBBIE STABENOW

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 11, 2000

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 701) to provide Outer Continental Shelf Impact Assistance to State and local governments, to amend the Land and Water Conservation Fund Act of 1965, the Urban Park and Recreation Recovery Act of 1978, and the Federal Aid in Wildlife Restoration Act (commonly referred to as the Pittman-Robertson Act) to establish a fund to meet the outdoor conservation and recreation needs of the American people, and for other purposes;

Ms. STABENOW. Mr. Chairman, I rise today in support of H.R. 701, the Conservation and Reinvestment Act of 1999, and in support of the motion to recommit the bill to guarantee that any expenditure of funds will not jeopardize Social Security and Medicare. I strongly believe that eliminating the national debt and securing the financial future of Social Security and Medicare should be our top priorities. We must take advantage of our economic good times to secure these successful programs and rid this nation of its public debt.

During consideration of H.R. 701, Congressman Shadegg offered an amendment that purported to accomplish these goals. While I

strongly supported the spirit of my colleague's amendment, it appears that its real intent was to prevent the strong conservation programs in the bill from being funded. The amendment stated that the Congressional Budget Office (CBO) must provide ''certification'' that the public debt will be fully paid by 2013, that there will not be an on-budget deficit, and that the Social Security and Medicare trust funds will not fall into a deficit in the next five years before any CARA funding could be dispersed. As the CBO has asserted, it is not able to make such certifications, but can only provide estimates. Because of these technical imperfections in the Shadegg proposal, I believe his amendment would permanently block all CARA funding. For this reason, I joined 207 of my colleagues in voting against this amendment, and supported the motion to recommit the bill to ensure that Social Security and Medicare would truly be protected.

I am a cosponsor of the Conservation and Reinvestment Act CARA, because I strongly support increasing the federal investment in conservation. This bill will make an important, dramatic change in the funding of conservation programs. It establishes a permanent funding source for these programs by setting aside royalties earned from off-shore oil and gas drilling. This funding will be directed toward, coastal conservation, land acquisition through the Land and Water Conservation Fund, wildlife conservation, urban parks and recreation, historic preservation, federal and Indian land restoration, and endangered species recovery. Additional funds are also designated to increase federal payments for the Payment in Lieu of Taxes payments and the Refuge Revenue Sharing programs. I urge my colleagues to support his bipartisan legislation.

IN RECOGNITION OF SAVE THE CHILDREN'S WORK TO STAVE OFF A LOOMING FAMINE IN ETHIOPIA

SPEECH OF

HON. SAM GEJDENSON

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. GEJDENSON. Mr. Speaker, today I call attention to the exemplary work of Save the Children, a relief organization based in my home state of Connecticut. For nearly seventy years, Save the Children has worked to relieve the suffering of millions of men, women and children worldwide. Save the Children has been on the front lines of humanitarian crises in Africa, Asia and Latin America, delivering humanitarian assistance to millions in need. In the United States, and specifically in Connecticut, Save the Children's relief workers have lent their assistance to both adults and children in underprivileged communities.

Save the Children represents the best of what America has to offer. Today, Gary Shaye, Vice President of International Programs for Save the Children International, testified before the House International Relations Committee on the organization's efforts to stave off a looming famine in Ethiopia. Save the Children's relief workers were among the first on the ground in Ethiopia, helping to deliver critical food and humanitarian assistance to victims in the hardest-hit areas. The organization has spearheaded education, public health and food distribution programs in the region to meet the needs of a people on the brink of starvation.

Ethiopia today faces a crisis not unlike the famine of 1984. Sustained periods of drought have led to high rates of malnutrition, severe water shortages and a significant loss of livestock. Save the Children has developed a program to address each of these issues, by aiding in the distribution of food and water to the poorest areas and by vaccinating livestock to prevent death and improve the food security of families who depend on livestock for their livelihood. The organization has prepared and initiated food distribution programs for some 135,600 children and adult family members in the Liben, Afdheer, and Borena regions, with plans to distribute 9,200 metric tons of wheat, vegetable oil, and corn soya blend.

Over 10 million people face severe food shortages in Ethiopia alone. Nearly 16 million in the Greater Horn of Africa risk imminent starvation. We cannot afford to turn our backs to their outstretched arms or turn a deaf ear to their anguished cries. Instead, we must continue to provide humanitarian assistance to these victims. I am particularly proud that Save the Children of Connecticut is helping to lead this effort, both within Africa and our own country.

PERSONAL EXPLANATION

HON. MICHAEL F. DOYLE

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. DOYLE. Mr. Speaker, during the day on Wednesday, May 17, 2000, I attended the funeral services for Representative STUPAK's son. As a result, I was unavoidably absent from rollcall votes 190 through 193.

Had I been present, I would have voted ''no'' on rollcall 190, ''yes'' on rollcall 191, ''yes'' on rollcall 192, and ''yes'' on rollcall 193.

IN CELEBRATION OF THE GRAND OPENING OF THE OVER 60 HEALTH CENTER, CENTER FOR ELDERS INDEPENDENCE AND MABLE HOWARD APARTMENTS IN BERKELEY, CALIFORNIA

HON. BARBARA LEE

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Ms. LEE. Mr. Speaker, I rise in celebration of the Grand Opening of the Over 60 Health Center, Center for Elders Independence and the Mable Howard Apartments located in the new Over 60 Building in Berkeley, California. This event will take place on Sunday, May 21, 2000, and include public tours, food and entertainment.

The Over 60 Building is a unique collaboration of three local non-profit organizations. Over 60, a division of LifeLong Medical Care, is the oldest community health center serving seniors in the United States; the Center for Elders Independence is one of 13 nationally-acclaimed ''Programs of All-Inclusive Care for the Elderly'' (PACE); and Resources for Community Development is a developer of low-income housing in Alameda County. This partnership will offer a full continuum of medical and community-based long term care services for low-income elders that will allow them to remain independent, socially active and live in a community throughout their life span.

In addition to the health care component of this new facility is the Mable Howard Apartments, named posthumously for one of Berkeley's most active, committed and influential residents. This site includes forty affordable studios and one-bedroom apartments for seniors with health care services just an elevator ride away.

The opening will showcase the building, introduce the local community and media outlets to these services, and unveil a community mosaic art project featuring beautiful tiles handmade by over 600 elders and children that are installed throughout the building. This art project was funded in part by the National Endowment for the Arts.

The Over 60 Building is truly an innovative model of care for seniors, quickly becoming a source of civic pride and a valuable resource for the citizens of Berkeley. I am excited to join in this grand opening and look forward to the possibility of similar facilities being established throughout the country.

IN HONOR OF JULIANA TEXLEY, RETIRING SUPERINTENDENT OF ANCHOR BAY SCHOOLS

HON. DAVID E. BONIOR

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. BONIOR. Mr. Speaker, today I rise to honor the distinguished career of retiring Superintendent of Anchor Bay Schools, Juliana Texley. Administrator, educator, author and mother, Dr. Texley has dedicated her life to sharing knowledge and bringing it to others in multiple formats and settings.

Dr. Texley has been with the Anchor Bay Community Schools since 1990, but has been educating all her life. Beginning her career as a science and math teacher at Richmond High School, as her education increased, so did her responsibilities as an educator. She held instructor positions at Macomb Community College, St. Clair County Community College, Wayne State University, and Central Michigan University. Dr. Texley's influence on students has transcended the traditional classroom. She has contributed to many of the most respected scientific journals, studies and forums in the sciences.

Mr. Texley's toughness and determination were just what the Anchor Bay schools needed when she took over as Superintendent in 1993. She oversaw the rebuilding of a district ready to burst due to urban sprawl and new development. Thanks to her vision and resolve the Anchor Bay School system will soon see

a brand new high school in addition to plans to renovated and modernized the elementary schools and junior high.

The presence of Dr. Juliana Texley will surely be missed throughout Anchor Bay Schools. But her legacy as a leader will be seen in every modernized classroom and every successful student that walks the halls of an Anchor Bay school. Please join me in wishing Dr. Texley and her family all the best as she begins her new life.

HONORING THE SILVER BELL CLUB, LODGE 2365 OF THE POLISH NATIONAL ALLIANCE OF THE UNITED STATES

HON. PETER J. VISCLOSKY

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. VISCLOSKY. Mr. Speaker, I am pleased to announce that the Silver Bell Club, Lodge 2365 of the Polish National Alliance of the United States, will be hosting the 27th Annual Hank Stram-Tony Zale Sports Award Banquet on May 22, 2000. Nineteen Northwest Indiana High School athletes will be honored at this event for their outstanding dedication and hard work. These exceptional students were chosen to receive the award by their respective schools on the basis of academic and athletic achievement. All proceeds from this event will go toward a scholarship fund to be awarded to local students.

This year's Hank Stram-Tony Zale Award recipients include: Christopher Bruszewski of Wheeler High School; Sara Butterworth of Andrean High School; Doug Dybzinski of Boone Grove High School; Julie Hoover of Merrillville High School; Tim Kacmar of Crown Point High School; Jeannie Knish of Munster High School; Michelle Kobli of Whiting High School; Adam Kowalczyk of Hanover Central High School; Vanessa Krysa of Valparaiso High School; Tom Kubon of Bishop Noll High School; Kari Lukasik of Lake Central High School; Daniel Matusik of Highland High School; Greg Mytyk of Hobart High School; Gary Ray of Lake Station High School; Jonathan Siminski of Hebron High School; David Taborski of Calumet High School; Mark Wachowski of Lowell High School; Kevin Wlazlo of Griffith High School; and Natalie Yudt of Portage High School.

The featured speaker at this gala event will be Mr. Len Dawson. Mr. Dawson was a quarterback for Purdue University as well as the Kansas City Chiefs. With Dawson's leadership, the Chiefs won the AFL Championship in 1962, 1966, and 1969. Dawson quarterbacked for the Chiefs in both of their Super Bowl games, and was selected as Most Valuable Player in Super Bowl IV when the Chiefs upset Minnesota 23–7.

Hank Stram, one of the most successful coaches in professional football history, will also be in attendance at this memorable event. Hank was raised in Gary, Indiana, and graduated from Lew Wallace High School, where he played football, basketball, baseball, and ran track. While attending college at Purdue University in West Lafayette, Hank won four letters in baseball and three letters in football. During his senior year he received the Big Ten Medal, which is awarded to the conference athlete who best combines athletic and academic success. After college, Hank began coaching in the NFL, where he became best noted for coaching the Kansas City Chiefs to a Super Bowl victory in 1970.

Mr. Speaker, I ask you and my distinguished colleagues to join me in commending the Silver Bell Club, Lodge 2365 of the Polish National Alliance of the United States, for hosting this celebration of success in sports and academics. The effort of all those involved in planning this worthwhile event is indicative of their devotion to the very gifted young people in Indiana's First Congressional District.

FLOYD D. SPENCE NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2001

SPEECH OF

HON. JIM SAXTON

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 17, 2000

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 4205) to authorize appropriations for fiscal year 2001 for military activities of the Department of Defense and for military construction, to prescribe military personnel strengths for fiscal year 2001, and for other purposes:

Mr. SAXTON. Mr. Chairman, I rise in strong support of the Gilchrest amendment to H.R. 4205. The amendment allows the Department of Defense to activate 5 more crucial emergency response teams designated as Weapons of Mass Destruction Civil Support Teams, formerly called RAID teams, to address an emergency event caused by a weapon of mass destruction. As Chairman of the Special Oversight Panel On Terrorism, facts have been revealed to show that an event caused by a terrorist is becoming much more likely. It has also been revealed that first responders to such an event are not currently equipped to handle an incident that includes nuclear, biological, or chemical materials.

There are many adversaries of the United States who are becoming increasingly sophisticated and well financed. So it is not a matter of . . . "if" . . we are attacked by a weapon of mass destruction but . . . "when" . . we are attacked. Our nation needs to be ready with well-trained teams that can help local first responders in managing such an event. These response teams, as trained and equipped by the Army, are a valuable resource for respective state governors.

Some parts of the country, such as my own area in New Jersey, are densely populated and have a great need for a response team. The New Jersey National Guard and the State of New Jersey needs to have a team that can easily reach the populated areas of its state and the surrounding region. Cities like Philadelphia and Atlantic City just to name two are far from the reach of even the closest response teams currently scattered throughout the country.

It is important that we have enough response teams to be able to work in concert with various agencies such as the Federal Bureau of Investigation, Department of Justice, Federal Emergency Management Agency, State Police, local law enforcement agencies, fire departments, hospitals, and emergency medical technicians to respond to WMD events all over the country. It is equally imperative that the response team have the means for being mobile so that a team may expeditiously deploy to a region that otherwise would be inaccessible by normal transportation mechanisms.

Mr. Chairman, I applaud the decision by the Secretary of Defense to create an organization that is immediately available to him for that expeditiously deploying resources in the event of a WMD incident. I also urge the Secretary to evaluate methods for enhancing prevention measures to complement the consequence management efforts. As individuals and groups gain an easier time to acquire information, materials, and resources, the need for our senior officials and citizens to have a sense of urgency becomes more evident.

Mr. Chairman, our nation has yet to face a WMD event involving nuclear, biological, or chemical weapons and we owe it to ourselves to be prepared. Some of the nation's most populated region are currently unprepared and unprotected. This amendment will provide a valuable resource that may be applied some of those regions.

I urge other members to emphatically support this measure.

PERSONAL EXPLANATION

HON. ZOE LOFGREN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Ms. LOFGREN. Mr. Speaker, there are times when the obligation we have to be a good parent conflicts with the schedule of the House of Representatives. Tomorrow is such a day for me. Accordingly, I would like to note for the record that, were I able to be present tomorrow, I would vote in favor of the Transportation Appropriations bill the House will consider. I appreciate the assistance my district will receive because of this important appropriations bill as well as the courtesy that has been extended to me by both the Chairman and Ranking Member in considering funding requests important to Silicon Valley.

In addition, I have been informed that there will likely be an amendment offered to strike the provisions in this bill that would freeze CAFE standards at their current level. I would also like to note for the record that I would vote in favor of this amendment.

CELEBRATING THE 80TH BIRTHDAY OF HIS HOLINESS POPE JOHN PAUL II

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. KUCINICH. Mr. Speaker, today I speak in celebration of the 80th birthday of His Holiness Pope John Paul II.

Pope John Paul II was born Karol Wojtyla in Wadowice, Poland in 1920. He studied secretly during the German occupation of Poland. His experience during the Nazi occupation of Poland changed his path. Karol Wojtyla was active during the war in the Christian democratic underground group and helped Jews escape Nazis. Before the end of World War II, he decided to become a priest.

In 1946, he was ordained and spent eight years as a professor of social ethics at the Catholic University of Lublin, Poland. In 1964, he was named the archbishop of Krakow and only three years later he was appointed cardinal by Pope Paul VI. On October 16, 1978, Cardinal Wojtyla was elected Pope. He took the name of this predecessors, and became the first Polish leader of the Roman Catholic Church and the youngest pope in this century.

John Paul II has been the most traveled, popular and political pope. He has visited over 100 countries and almost every country that would receive him. He was a strong critic of the Communist regimes in Eastern Europe, especially in his native Poland and Soviet Union. In addition, he has opposed economic sanctions against Cuba, Iran and Iraq. Pope John Paul II is determined in promoting liberty and equality for all the people. Pope John Paul II stays determined to lead Catholics into the third millennium.

Mr. Speaker, I know my colleagues will join me in sending His Holiness Pope John Paul II the best wishes for his birthday and many years of healthy and productive work. Stolat!

RECOGNIZING MAY 2000 AS NATIONAL ARTHRITIS AWARENESS MONTH

HON. CHARLES A. GONZALEZ

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

Mr. GONZALEZ. Mr. Speaker, today I bring to the attention of my colleagues an illness that affects millions of Americans. I am speaking of Arthritis. Today I recognize May 2000 as "National Arthritis Awareness Month." You may be surprised to learn that arthritis affects children and adults and is not limited to senior citizens.

Arthritis affects the lives of 43 million Americans or one out of every six of us, including 285,000 children. This number will grow to over 60 million individuals by 2020. Unfortunately, this crippling disease remains the leading cause of disability in the United States and it costs our economy $65 billion annually.

What many of us do not know is that Arthritis also is more common among women—for whom it is the leading chronic condition and cause of activity limitation.

Despite these compelling facts, for generations, our nation has labored under the many myths surrounding Arthritis. It is still widely believed that arthritis is an inevitable part of the aging process. It is also widely believed that there are few effective treatment options for Arthritis apart from taking a few aspirin. Finally, yet another falsehood is that individuals with arthritis should refrain from physical activity.

Despite these misunderstandings and myths, however, we can do something to combat Arthritis in America.

Thanks to the work of voluntary organizations like the Arthritis Foundation, we are spreading the message that there is help and hope for Americans living with this painful and debilitating disease. In the past year, we have reached several milestones in our battle against Arthritis. Whether it involves the new and exciting treatment options arising from our investments in research or our first steps in implementing the National Arthritis Action Plan, we have been provided new tools to aid us in our fight against the disease.

In early 1998, the Arthritis Foundation joined forces with the Centers for Disease Control and Prevention to develop the National Arthritis Action Plan—an innovative public health strategy that will forcefully confront the burden of Arthritis. Among our goals are improving the scientific information base on arthritis, increasing awareness that arthritis is a national health problem, and encouraging more individuals with arthritis to seek early intervention and treatment to reduce pain and disability.

As we take stock of these accomplishments, it is important to remember the challenges we still face in improving the quality of life for Americans living with arthritis and, ultimately, finding a cure. Thus, as we mark National Arthritis Month, I call on the American public to apply our vast talents, energy, and unbending resolve to continue to find the means and measures to combat arthritis. Through this combined effort, we will find a cure.

THE ADDITION OF COSPONSORS OF H.R. 3615, THE RURAL LOCAL BROADCAST SIGNAL ACT

HON. BOB GOODLATTE

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. GOODLATTE. Mr. Speaker, all relevant committees have filed their reports on H.R. 3615, the Rural Local Broadcast Signal Act, and I was unable to add Congressman JOHN SPRATT of South Carolina as a cosponsor. However, Congressman SPRATT is a strong supporter of the legislation and agrees that rural citizens deserve to have the benefits provided by the legislation, which passed the House on April 13. I regret that he was not able to be included as an official cosponsor.

TRIBUTE TO NEIL K. BORTZ

HON. ROB PORTMAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. PORTMAN. Mr. Speaker, I honor Neil K. Bortz, a friend and community leader, who will receive the Distinguished Service Citation from the National Conference for Community Justice (NCCJ) on May 25. Neil was selected for this prestigious award for distinguishing himself personally and professionally and for furthering the cause of inter-group understanding in our community.

Neil is a Cincinnati native. He earned a Bachelor of Arts from Harvard University, and continued his studies at the Harvard Graduate School of Business, where he received an M.B.A. Neil also served our nation as a Lieutenant in naval aviation.

Neil has been very active in our community. He is one of the founding partners of Towne Properties, a real estate development and management company that specializes in mixed use projects and suburban residential developments. He has served on the boards of the Harvard Business School Club of Cincinnati, where he served as Chairman; the Playhouse in the Park; Cincinnati Chamber of Commerce; the Harvard Club of Cincinnati; Cincinnati 2000 Planning Committee; Cincinnati Country Day School; and the Greater Cincinnati Convention and Visitors Bureau. He also was a member of the Young Presidents Organization.

Neil currently serves on the boards of many local organizations, including the Walnut Hills High School Alumni Foundation, where he is Chairman, and where I recently had the opportunity to join him at an event to celebrate an extraordinarily successful private fundraising effort for this top-ranked public high school. He is also on the board of United Jewish Appeal, where he is Co-Chairman; Cincinnati Equity Fund; Cincinnati Olympic 2012 Committee; and the National Multi-Housing Council. He is a member of the Urban Land Institute Multi-Family Committee and the Presidents Organization.

All of us in Cincinnati are grateful to him for his full devotion and service to our community.

RON SAATHOFF: LABOR LEADER OF THE YEAR AWARD

HON. BOB FILNER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. FILNER. Mr. Speaker, and colleagues today I recognize Ron Saathoff, as he is honored by the San Diego-Imperial Counties Labor Council, AFL–CIO, at its 12th annual Worker's Memorial Dinner with its Labor leader of the Year Award.

As President of International Association of Fire Fighters Local 145, Ron has been a committed labor leader for many years. He has been a determined advocate for decent wages and benefits for firefighters, and has led the fight to ensure that safety is the Fire Department's highest priority.

Ron has displayed a commitment not only to firefighters, but to the entire labor movement. He serves as a member of the Labor Council Executive Board, and as Chair of the Labor Council's Finance Committee, Ron has helped the Council grow and become a stronger organization.

Through his dedication, Ron has done much to advance the cause of the labor movement in our area. My congratulations go to Ron Saathoff for these significant contributions. I believe him to be highly deserving of the San Diego-Imperial Counties Labor Council, AFL–CIO Labor Leader of the Year Award.

CENTRAL NEW JERSEY RECOGNIZES RAYMOND P. FARLEY

HON. RUSH D. HOLT

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. HOLT. Mr. Speaker, today I recognize the accomplishments of Raymond P. Farley and his contributions to central New Jersey. Over the course of the last thirty-six years, Mr. Farley has worked as a teacher, district supervisor, principal, adjunct college professor, and superintendent.

Mr. Farley has been the Superintendent of the Hunterdon Central Regional High School District since 1990. During his tenure, Hunterdon Central Regional has won a state record three ''New Jersey Star School Awards'' and nine ''New Jersey Best Practices Awards.'' It was the first ever Malcolm Baldrige Finalist in Education, and it received the Governor's Award for Performance Excellence. Mr. Farley himself was honored as an Earl Murphy Outstanding Educator/Administrator for 1994.

A constant theme in the accomplishments of Mr. Farley is technology. Hunterdon Central Regional High School has been deemed ''One of America's Top 100 Wired High Schools'' by Family PC magazine. Hunterdon Central Regional has also won the National School Boards Association's ''Technology Leadership Award.'' The Courier News, in its ''1997 People to Watch,'' remarked, ''Hunterdon Central Regional High School Superintendent Raymond Farley revamped the school to make it the most technologically advanced public school in the state.'' Industry is also aware of the accomplishments of Mr. Farley. The President and CEO of Bellcore has said, ''Ray is one of our state's leaders in educational telecommunications.''

Mr. Farley has not limited his hard work to the halls of the Hunterdon Central Regional High School District. He has traveled as far away as Singapore, and here to the Capitol to lecture about school reform. Throughout his career, Mr. Farley has worked to spread his talents across many geographic and political boundaries.

Mr. Farley has also found time to share his talents with the community. To name a few, Mr. Farley has served on the Board of Directors of the Hunterdon County Chamber of Commerce, and is on the Board of Regents of St. Peter's College in Jersey City, New Jersey.

Mr. Raymond P. Farley has demonstrated dedication to his goals and to the community. Friends, colleagues, and family of Mr. Farley are honoring his exemplary career this week. I urge all of my colleagues to join me in recognizing Mr. Farley's accomplishments.

SALUTE TO MAXINE ALEXANDER

HON. TONY P. HALL

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. HALL of Ohio. Mr. Speaker, today I salute Maxine I. Alexander who will celebrate her 80th birthday on May 24, 2000. Maxine is an outstanding example of an individual who successfully balanced career and family by working hard, caring for loved ones, and serving others.

Maxine was born in Aurora, Nebraska, where she put the values of caring and serving into action early, becoming a schoolteacher for the Aurora public schools at the age of 17. She continued to serve her community as clerk of the Draft board during the 50's, before going to work for the Bureau of Reclamation with assignments in Kansas, Nebraska and Colorado.

Maxine retired in 1987 after a 50-year career and settled in Oakhurst, California where she has spent her retirement traveling and spending time with her family that she loves very much. She is the Mother of 5 children, Grandmother to 13, and Great grandmother to 18. I know that all of her family joins me in congratulating her on her 80th birthday and thanking her for her life of service and caring. Happy Birthday Maxine.

TRIBUTE TO THE HONORABLE NATHANIEL R. JONES

HON. ROB PORTMAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. PORTMAN. Mr. Speaker, today I pay tribute to a friend and distinguished constituent, the Honorable Nathaniel R. Jones, who will receive the Distinguished Service Citation from the National Conference for Community Justice (NCCJ) on May 25. Judge Jones was selected for this esteemed award for his outstanding work, personally and professionally, that has promoted the cause of inter-group understanding in our community.

Judge Jones was born and raised in Youngstown, Ohio. He served our nation in the Air Force during World War II. Following the war, he attended Youngstown State University, graduating with degrees of Bachelor of Arts in 1951 and Juris Doctor in 1956. In 1957, he was admitted to the Ohio Bar.

In 1961, Attorney General Robert F. Kennedy named Judge Jones an Assistant U.S. Attorney for the Northern District of Ohio, where he served for nearly 7 years. He continued his service as Assistant General Counsel to the Kerner Commission, studying the causes of urban riots in the 1960s. In 1969, Judge Jones was asked to serve as General Counsel for the National Association for the Advancement of Colored People (NAACP). For 10 years, he worked tirelessly for the NAACP, organizing and arguing a number of cases before the U.S. Supreme Court. In 1979, he came to the Cincinnati area after President Carter appointed him to serve on the U.S. Court of Appeals, Sixth Circuit.

Judge Jones is deeply involved in legal education, having taught at the University of Cincinnati College of Law and a number of other law schools. He recently was chosen to deliver the inaugural Judge A. Leon Higginbotham Distinguished Memorial Lecture at Harvard Law School. He also regularly writes and lectures on a wide range of legal and social issues.

Judge Jones played a role in helping to end apartheid in South Africa; monitored the election process leading to Namibia's independence; participated in a U.S.-Egypt Judicial Exchange program; and went to the Soviet Union in 1986 to meet with officials in connection with human rights.

Judge Jones has received numerous awards and distinctions, including the Millennium International Volunteer Award from the State Department. In addition, Congress recently named the new federal courthouse in Youngstown, Ohio after Judge Jones.

Among his extensive list of civic activities locally and nationally, Judge Jones serves as a Co-Chair of the Board of Trustees for the National Underground Railroad Freedom Center, and as Co-Chairman of the Roundtable, which works to broaden the involvement of minorities in the legal profession.

Judge Jones and his wife currently live in Mt. Lookout. They have four children and six grandchildren. One of his children, a former law colleague of mine, Stephanie Jones, currently serves as a Chief of Staff to a Member of Congress. We are most fortunate for his service and commitment to our nation and local community, and I congratulate him on this well deserved honor.

BILL TWEET: LABOR TO NEIGHBOR AWARD

HON. BOB FILNER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. FILNER. Mr. Speaker, and colleagues, today I recognize Bill Tweet, as he is honored by the San Diego-Imperial Counties Labor Council, AFL–CIO, at its 12th annual Worker's Memorial Dinner with its Labor to Neighbor Award.

As Business Manager of Ironworkers Local 229, Bill has been one of Labor to Neighbor's strongest supporters. This vital program educates and involves union members and their families in the campaign to protect jobs and the future of working people in San Diego and Imperial Counties. By sponsoring the annual Labor to Neighbor Golf Tournament, Bill has helped to raise funds for member education and voter registration programs. Ironworkers Local 229 has also been a leader in staffing phone banks, walking precincts, and registering union members.

Bill's dedication to strengthening the Labor to Neighbor Program and the San Diego

area's labor unions is an inspiration and example for us all. My congratulations go to Bill Tweet for these significant contributions.

CENTRAL NEW JERSEY RECOGNIZES AMY B. MANSUE

HON. RUSH D. HOLT

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. HOLT. Mr. Speaker, today I recognize Amy Mansue, who is being honored by Planned Parenthood of Central New Jersey on Tuesday, May 23, 2000.

Ms. Mansue will receive Planned Parenthood's Fred Forrest Community Service Award. This award recognizes people who view their passion for Planned Parenthood in the context of a fundamental commitment to improving their community in many ways.

Amy Mansue has served as a Policy Advisor in the Governor's Office of Management and Policy on health, human services and women's issues. Also, she served as the Deputy Commissioner of the Department of Human Services, where she oversaw the Divisions of Youth and Family Services, Developmental Disabilities, Mental Health and Hospitals, Medical Assistance and Health Services, and the Office of Education.

Currently, Ms. Mansue is the Senior Vice President of Corporate Business Development of HIP Plans. Prior to this she served as President and CEO of HIP Plan of New Jersey, a not-for-profit health plan.

Amy Mansue's commitment to her community is evident by the multitude of boards she has served on, including St. David's Vestry, the University of Alabama School of Social Work Advisory Committee, PAM's List, New Jersey Center for Public Analysis, and the New Jersey Community Development Corporation.

Ms. Mansue's peers have recognized her efforts through the years. She has been honored for her achievements by the New Jersey National Association of Social Workers as Social Worker of the Year, Modern Health Care's 1998 Up and Coming Healthcare Executive, the United Cerebral Palsy Association's Boggs Award and the New Jersey State Nurses Association's President's Award.

Mr. Speaker, the dedication of Amy Mansue serves as an excellent example to the citizens of New Jersey. I ask my colleagues to join me in recognizing Amy Mansue.

INCREASE THE PEACE DAY

HON. HOWARD P. "BUCK" McKEON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. McKEON. Mr. Speaker, today I am introducing an important resolution which urges the House of Representatives to support "Increase the Peace Day" events throughout the country.

On April 20, 2000, on the one-year anniversary of the tragedy at Columbine High School, students, teachers, parents, and community leaders from Challenger Middle School in Lake Los Angeles, California hosted an "Increase the Peace Day".

The program featured the formation of a human peace sign and a presentation by a former skinhead who turned his life around and now works with the Simon Wiesenthal Center's Museum of Tolerance.

The highlight of the day was when the 650 students of Challenger signed an "Increase the Peace Pledge" in order to avoid any similar acts of school violence. Among the promises in the Pledge were to find a peaceful solution to conflicts, to not hit another person, to not threaten another person, to report all rumors of violence to an adult, to celebrate diversity, and to seek help when feeling lonely or confused.

I was proud to join the other supporters of "Increase the Peace Day" and be a part of this incredible event. I would like to take a moment to recognize the outstanding efforts of teacher Bruce Galler who came up with the original idea for "Increase the Peace Day" because he believes that something can be done.

Bruce uses a quote by Edward Everett Hale on all literature to promote the event and I believe it illustrates what each of those students accomplished last month. The quote is as follows, "I am only one, but I am one. I cannot do everything, but I can do something. And I will not let what I cannot do interfere with what I can do."

That day, I promised to introduce this resolution in order to show that as one Member of Congress, I can do something to highlight this important event and encourage all Americans to reject anger and hate and instead to promote peace and community.

I urge all my colleagues to support this resolution and to encourage their local communities to institute a similar program.

SHARING AN ARTICLE FROM MARTIN RAPAPORT: "GUILT TRIP"

HON. TONY P. HALL

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. HALL of Ohio. Mr. Speaker, today I share with our colleagues a moving plea written by one of the most respected experts in the diamond industry to other members of the industry.

Martin Rapaport, publisher of one of the top trade publications, traveled to Sierra Leone in the weeks before United Nations peacekeepers were captured. His article, "Guilt Trip," was written to propose a solution to the mayhem war diamonds fuel. It needs no embellishing, and I excerpt it here for my colleagues' review:

I don't know how to tell this story. There are no words to describe what I have seen in Sierra Leone. My mind tells me to block out the really bad stuff, to deny the impossible reality. But the images of the amputee camp haunt me and the voices of the victims cry out. 'Tell them what has happened to us,' say the survivors. 'Show them what the diamonds have done to us.'

"I am angry. I am upset. I am afraid that my words will not be strong enough to convey the suffering and injustice I have witnessed. How do I tell you about Maria, a pretty eight-month-old baby whose arm has been hacked off by the rebels? How can I fully describe the amputee camp with 1,400 people living in huts made of plastic sheets, babies in cardboard boxes, food cooked in open fires on the ground, no electricity or plumbing—everywhere you look someone is missing an arm, a leg or both. What can I say about the tens of thousands that live in displaced persons camps without adequate medicine, food, clothing and shelter.

Friends, members of the diamond trade. Please, stop and think for a minute. Read my words. Perhaps what is happening in Sierra Leone is our problem. Perhaps it is our business.

Sierra Leone is a beautiful country. It has a cornucopia of natural resources and a population that includes many well educated, highly intelligent people. In spite of the wars, which have decimated the population and destroyed the basic infrastructure of the country, the people of Sierra Leone are industrious and kind-hearted. During my visit last week, the capital, Freetown, was bustling with people trying to rebuild their lives and their country.

While there is much to be hopeful and optimistic about, the peace process is moving too slowly. The diamonds are holding up the peace process. The war in Sierra Leone is about power. It is about who controls the country, how they control it and what they do with their control. There is a strong perception that he who controls the diamonds will control the country.

Simply put, Sierra Leone's diamond industry is totally black market, underground, illegal and corrupt. Hundreds of millions of dollars of Sierra Leone diamonds are being traded on the world markets without any benefit going to the government, or people, of Sierra Leone.

The bastards are not just stealing Sierra Leone's diamonds, they are trading them for guns. Guns which are used to kill people to keep the war going, which assures that the government will not be able to control the illegal trade, assuring that the bad guys can continue to steal the diamonds. The real challenge facing Sierra Leone and the world diamond trade, is how to stop this horrific murderous cycle of illegal diamond activity.

The problems of Sierra Leone are so great and discouraging that one hesitates to suggest solutions. . . [but] the situation in Africa is such that we must adopt a pro-active attitude towards the resolution of problems. We cannot sit back and write off the problems of Africa as unsolvable—the human suffering is simply too great.

The diamond industry must address the fact that illegal diamonds from Sierra Leone and other war zones are in fact finding their way into the diamond marketplace. While the industry in general cannot solve Sierra Leone's problems it can, and must, take realistic measures to assure that illegal diamonds are excluded from the marketplace.

The bottom line is that our industry must stop dealing with questionable diamonds. Consider the market for stolen diamonds and jewelry. Now we all know that these markets exist in a limited way, but no decent, legitimate or even semi-honest diamond dealer would ever consider buying stolen diamonds. When you buy a stolen diamond you encourage the thieves to go out and steal another diamond. You endanger your own life and you destroy the security of your business.

Would we walk around saying there is no way to tell if a diamond is stolen and just let the thieves market prosper? By the way—how is it that our industry is able to self-regulate in a reasonable manner against thieves, but not against conflict diamonds? Is the life of a black in Sierra Leone worth less than the life of a diamond dealer or jeweler in the U.S.?

Mr. Speaker, I met Mr. Rapaport before I went to Sierra Leone last year, and I have heard the industry's admiration for him. He and his colleagues are savvy, clever business people. I am confident they not only can figure out how to stop war diamonds from enriching butchers—but, more importantly, how to turn diamonds' economic potential into a positive force for the African people who so need that.

I applaud Mr. Rapaport for making his trip to Sierra Leone and for eloquently appealing to the diamond industry to find a solution to this urgent problem. And I urge my colleagues to join me in pressing for a targeted solution to the diamond smuggling that is destroying Sierra Leone's democracy and its people.

Please join Sierra Leone's democratic government, the U.S. diamond industry, and some of our most thoughtful colleagues in supporting H. Con. Res. 323.

IN RECOGNITION OF THE EXCELLENCE OF MARIEMONT HIGH SCHOOL'S DESTINATION IMAGINATION TEAM

HON. ROB PORTMAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. PORTMAN. Mr. Speaker, today I honor Mariemont High School's Destination ImagiNation Team. The team has seven students: Carrie Badanes, Lizzy Anthony, Bobby Zepf, Juli Newton, Ben Cober, John Rutherford and Kate Young. They are coached by Anne Badanes and Sue Cober, and will compete in the 2000 Destination ImagiNation world championships. The competition will be held in Ames, Iowa on May 24–27.

During the event, the Mariemont team will compete using its creativity, teamwork, and wits to solve difficult problems. The teams are judged by their ability to integrate a myriad of elements into a performance, which draws upon their knowledge of history, their acting skills, and their ability to improvise. Since last December, the Mariemont High School team has trained extensively. They have spent many hours working with their coaches, learning new skills, researching history, and attending live performances of a professional improvisation group at the Aronoff Center in Cincinnati. In addition, they continue to work with their teacher, Carrie Dattillo, honing their acting skills.

In 1999, the Mariemont High School team placed first at the regional competition and second at the state competition in Columbus. In previous years, the team has always placed second or third in the region and has won an unprecedented three Renatra Fusca awards for outstanding creativity. This year, they took first place in the regional and state competitions. At the regional competition, in March, they were awarded the prestigious DaVinci Award for outstanding creativity and teamwork. They are the first team from the Mariemont School District to compete in the world championships, and they are the sole team representing the Greater Cincinnati area.

We are very proud of the Mariemont team's accomplishments, and all of us in the Cincinnati area wish its members the very best in their upcoming competition.

NATIONAL ASSOCIATION OF LETTER CARRIERS, BRANCH 70, BRANCH 1100, BRANCH 2525: COMMUNITY SERVICE AWARD

HON. BOB FILNER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. FILNER. Mr. Speaker and colleagues, today I recognize the National Association of Letter Carriers Branches 70, 1100, and 2525, as they are honored by the San Diego-Imperial Counties Labor Council, AFL–CIO, at its 12th annual Worker's Memorial Dinner with its Community Service Award.

Some eight years ago the National Association of Letter Carriers began its annual food drive and has collected millions of pounds of food every year since. In 1999, more than 1,500 local National Association of Letter Carriers branches in more than 10,000 cities and towns across the country collected a total of over 50 million pounds of food for the needy.

NALC Branch 70, Branch 1100, and Branch 2525 annually collect large amounts of food that directly benefit families in need in our community. Their food drive provides local food banks and pantries with food to serve to needy families throughout the year.

The NALC's commitment to serving the community and especially those members of our community who are most in need is exemplary and worthy of our highest praise. My congratulations go to National Association of Letter Carriers Branch 70, Branch 1100, and Branch 2525 for these significant contributions.

CENTRAL NEW JERSEY RECOGNIZES SUSAN N. WILSON

HON. RUSH D. HOLT

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. HOLT. Mr. Speaker, today I recognize Susan Wilson of Princeton, who is being honored by Planned Parenthood of Central New Jersey on Tuesday, May 23, 2000.

Ms. Wilson will receive Planned Parenthood's Vivian Aaron Leadership Award. This award, created by the children of Vivian Aaron, recognizes individuals who have demonstrated leadership within their community in the areas of education and family communication.

Susan Wilson served on the New Jersey State Board of Education from 1977 to 1982. It was there that she championed the effort to establish a statewide mandate for family education in all New Jersey schools.

Since 1983, Ms. Wilson has served as the executive coordinator for the Network for Family Life Education at Rutgers University's School of Social Work. In her present capacity she has become a leader in the fight for effective family life/sexuality education and prevention of adolescent pregnancy.

In 1998, Susan Wilson received the Richard J. Cross Award for Distinguished Contribution to the Field of Human Sexuality from the Robert Wood Johnson Medical School. In past years, she has also been the recipient of a Children's Defense Fund Leadership Award and a New Jersey Woman of Achievement Award from Douglas College.

Susan Wilson is a great asset to Central New Jersey. I urge all my colleagues to join me today in recognizing Susan Wilson's dedication to her community.

INTRODUCTION OF THE HIGHER EDUCATION TECHNICAL AMENDMENTS OF 2000

HON. HOWARD P. "BUCK" McKEON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. MCKEON. Mr. Speaker, today, my colleague, Mr. GOODLING, and I are introducing the Higher Education Technical Amendments of 2000. Many of my colleagues will remember that in the last Congress we enacted the Higher Education Amendments of 1998 on a bipartisan basis. The passage of that Act was one of the most important pieces of legislation we enacted for students and their parents. I want to again thank Chairman GOODLING for his leadership on that bill. Throughout that process he kept members focused on our goal of improving our student financial aid system. Additionally, I want to acknowledge his leadership in crafting this technical package, which will improve the implementation of the 1998 Amendments. I also want to thank the Committee Ranking Member, Mr. CLAY, the former Ranking Member of the Subcommittee, Mr. KILDEE, and the current Ranking Member of the Subcommittee, Mr. MARTINEZ. The 1998 amendments, which we crafted together, have been a great success, and our continued efforts on this legislation will only improve on those results.

As Chairman GOODLING noted in his statement, the legislation introduced today is technical in nature, but also makes policy adjustments that we believe are necessary to ensure that the Act is implemented in the way Congress intended. We worked with many organizations and individuals who put forth proposals for our consideration. We included those which are bipartisan in nature, benefit students and their parents, and are paid for. Our goal is to pass a bill that can be acted upon by the other body and enacted into law in the near future.

The legislation we are introducing today will improve our national early outreach efforts by making modifications to the TRIO and GEAR UP programs. The bill allows participating organizations to provide grant aid to students

and, in the case of GEAR UP, to serve students from seventh grade through high school graduation.

It will improve the operation of our student loan programs by making minor adjustments to streamline some loan forbearances and to conform the law to reflect current practices for perfecting security interests. This bill will also improve the Perkins Loan program by allowing borrowers to rehabilitate loans by making a single lump sum payment and by clarifying that loans in deferment for a student that performs service resulting in their cancellation are reimbursed for interest as well.

Additionally, this legislation will improve the regulatory process for schools and other program participants. This is important, because we continue to hear reports that the Department does not give the public enough time to comment on or to implement complex student aid regulations. First, the bill will require the Department of Education to allow a minimum of 45 days for comment after the publication of a Notice of Proposed Rule Making (NPRM). Second, it prevents disclosure or reporting requirements from becoming effective for at least 180 days after the publication of final regulations.

Finally, the bill we are introducing will clarify and strengthen provisions in the Higher Education Act regarding the return of federal funds when students withdraw from school. Specifically, it will correct a Department interpretation so that students will never be required to return more than 50 percent of the grant funds they received. In addition, the bill will provide students with a limited grace period for repayment to help students who are unable to repay immediately upon their withdrawal, and it will set a minimum threshold for grant repayment of $50. All of these steps will aid students who postpone or withdraw for emergency or financial reasons.

Mr. Speaker, the legislation we are introducing is bipartisan. It has no cost, and it will improve the implementation of the Higher Education Amendments of 1998 which we worked so hard to enact in the last Congress. I urge every member of this body to support its passage.

TRIBUTE TO SUSAN AND JOSEPH PICHLER

HON. ROB PORTMAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. PORTMAN. Mr. Speaker, I pay tribute to Joseph and Susan Pichler, good friends and recipients of the Distinguished Service Citation from the National Conference for Community Justice (NCCJ) on May 25. They were selected for this award for their personal and professional qualities that have furthered the cause of inter-group understanding in our community.

Susan attended St. Mary's College, where she received a Bachelor of Arts in English. A dedicated volunteer for many years, she has done a great deal to improve inner-city education. She is a strong supporter of the Junior Great Books reading enrichment program, and locally, she initiated this program at Washington Park School and St. Francis Seraph School. While in Kansas, she worked with Junior Great Books at St. John the Evangelist Grade School; taught CCD (Confraternity of Christian Doctrine) at Our Lady of Guadalupe; initiated Junior Great Books at Avenue A School; chaired the Hutchinson High School Evaluation Committee for the School Board; and served on the Parent Teacher Association.

Currently, Susan is active with the National Underground Railroad Freedom Center, serving as a member of the National Advisory Board and the Board of Trustees. She also serves on the Board of Trustees for St. Mary's College in Notre Dame, Indiana, and has spent 10 years as a volunteer librarian at St. Francis Seraph School.

Joe is Chairman of the Board and Chief Executive Officer at the Kroger Company, one of America's largest companies, and a company that gives much to our community. He graduated magna cum laude from Notre Dame University, and went on to obtain his M.B.A. and Ph.D. from the University of Chicago.

From 1968–1970, Joe served in the U.S. Department of Labor. He also taught at the University of Kansas School of Business for 15 years, and served as Dean from 1974–1980.

Joe has been involved in a number of civic and charitable activities. He is a former member of the Board of Advisors with the Salvation Army School for Officers Training. He is an Honorary Lifetime Member of the University of Kansas School of Fine Arts; a member of the Catholic Commission on Intellectual and Cultural Affairs; and a member of the Board of Trustees of Tougaloo College in Mississippi.

Locally, Joe is Co-Chairman of the Greater Cincinnati Scholarship Association; a member of the Xavier University Board of Trustees; an Advisory Member of the Cincinnati Opera; and a member of the Advisory Board of the Cincinnati Chapter of the Salvation Army.

Joe also is active as a member of the Board of Directors of Federated Department Stores, Inc., and Milacron, Inc. He is a member of the Board at Catalyst; a member of the Business Council; past Chairman of the National Alliance of Business; and a member of the Cincinnati Business Committee.

All of us in the Cincinnati area are grateful to Susan and Joe for their numerous contributions to our community, and congratulate them on receiving this prestigious NCCJ award.

A.O. REED & COMPANY: SPIRIT OF COOPERATION AWARD

HON. BOB FILNER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. FILNER. Mr. Speaker and colleagues, today I recognize A.O. Reed & Company, as it is honored by the San Diego-Imperial Counties Labor Council, AFL–CIO, at its 12th annual Worker's Memorial Dinner with its Spirit of Cooperation Award.

A.O. Reed, founded in 1914, is one of the largest and most respected locally owned construction companies. The company has been in continuous business in San Diego for over eighty years, and it is responsible for some of the largest, most complex projects in the San Diego area, including the East Terminal at Lindbergh Field, Hyatt Regency San Diego, San Diego Marriott Hotel, Kaiser Hospital, Salk Cancer Research Facility, Scripps Institute of Oceanography and Marine Biology, California State Prison, Idec Pharmaceutical, and Callaway Golf Ball Facility. With this Labor Council Spirit of Cooperation award, we honor their long-standing support for the trade union movement.

A.O. Reed employees are compensated with wages and benefits that lead the industry. Their employees receive the best training available through state-approved apprenticeship and journeyman training programs. A.O. Reed management has demonstrated an admirable commitment to the collective bargaining process.

A.O. Reed is also a consistent leader in charitable giving. They donate labor and materials to those in the San Diego community who are in need of plumbing and mechanical services.

This award recognizes their contribution to San Diego and honors their partnership with Plumbers and Pipefitter Local 230 and Sheetmetal Workers Local 206. My congratulations go to A.O. Reed & Company for these significant contributions.

INTRODUCTION OF THE HIGHER EDUCATION TECHNICAL AMENDMENTS OF 2000

HON. WILLIAM F. GOODLING

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. GOODLING. Mr. Speaker, I rise today to introduce the Higher Education Technical Amendments of 2000. On May 8, 1998, the House passed the Higher Education Amendments of 1998 on a bipartisan basis. That legislation was subsequently enacted on October 7, 1998, and greatly benefited students by providing the lowest student loan interest rates in almost 20 years, as well as by making needed improvements to important student aid programs like Work-Study, Pell Grants, and TRIO.

At that time I congratulated the Subcommittee Chairman, Mr. MCKEON, the Ranking Member, Mr. CLAY, and the former Ranking Member of the Subcommittee, Mr. KILDEE, for a job well done. The past year and a half has shown that praise was well placed. Millions of students have since benefited from their efforts, and the minimal number of technical amendments that are needed is testimony to the fact that the bill was well crafted.

Since that time, the Department of Education has concluded its first round of negotiated rule making, and issued final regulations to reflect the changes. We have had a chance to analyze the implementation of the law with respect to congressional intent. In most cases our intent was adhered to, but in a few important instances it was not.

The legislation we are introducing today makes necessary technical changes as well

as a few policy changes that we believe are necessary to implement the Act as intended. There are also a number of policy changes that were recommended to us that have not been included in this bill, and I expect that some will be disappointed at their exclusion. However, in crafting this legislation, we have worked to ensure that the bill is bipartisan, that it is fully paid for, that it will benefit students, and that it will be signed into law.

For example, I feel very strongly that the Department is not following our intent with respect to direct loan origination fees. Now, before this is taken out of context, let me be clear; I support better terms and conditions for students. The 1998 amendments were designed to provide students with the best possible deal under very tight budget constraints, and I believe we succeeded in doing that. However, the law is very clear in directing the Secretary to collect a four percent origination fee on direct student loans.

This is confirmed in legal opinions from the Congressional Research Service and the Comptroller General. It was not our intent to change that, and in my view the Department's action sets a very dangerous precedent. The fact that this legislation does not address this issue should not be taken as an endorsement of the Department's actions.

The legislation we are introducing today does make a needed change to the "return of federal funds" provisions in the Higher Education Act to help students who withdraw before the end of a term. Specifically, it corrects the Department's interpretation and clarifies that students are never required to return more than 50 percent of the grant funds they received. Again, I know there are those who would like us to go further. However, doing so would have mandatory spending implications that we have no way to pay for, and in many instances would result in students leaving school with increased student loan debt.

This bill will also modify the campus crime reporting provisions of the Act to provide parents and students with information on schools' policies regarding the handling of reports on missing students. Specifically, information will be provided on a school's policy on parental notification as well as its policy for investigating such reports and cooperating with local police. I have a long history of trying to ensure that parents have the information they need to make sure that their children are safe on campus, and I have worked closely with my colleague, Mr. Andrews, to craft this version of "Bryan's Law" so that it gives parents this information without overly burdening schools.

Finally, I would also note that we have included the provisions of H.R. 3629, the Tribal College Amendments, which we marked up last month and which passed the House under suspension of the rules. These provisions will streamline grant applications for Tribal Colleges under Title III and allow institutions to apply for a new grant without waiting for two years. We have included them again here because we are uncertain whether the other body will act on H.R. 3629 in a timely manner. I also note that this bill contains similar treatment for Hispanic Serving Institutions under Title V, and I thank our colleague, MARK GREEN of Wisconsin, for bringing this issue to our attention.

I also want to thank Mr. CLAY, Mr. MCKEON, and Mr. MARTINEZ for their efforts in crafting this bipartisan legislation. This bill will not satisfy everyone completely. But it does make necessary technical and policy changes that will improve the implementation of the Higher Education Amendments of 1998, and it does so in a way that will benefit students and that is likely to be enacted. I urge my colleagues from both sides of the aisle to support this legislation.

COMMENDING MASTER CHIEF ANDE HARTLEY

HON. ROY BLUNT

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. BLUNT. Mr. Speaker, today I commend Master Chief Ande Hartley of the United States Navy upon his retirement after twenty-one years of service and duty to our country. Ande carried out that duty as a submariner.

Being a member of a submarine crew for two decades is no small accomplishment. It is well known among members of our armed forces that submarine duty may be among the toughest and most challenging assignments in the Navy. After all, in most other assignments in the Navy, there is usually an opportunity to leave your station for a few hours and have time alone. When you are aboard a submarine there is no opportunity for retreat from one's responsibilities.

Ande's specific duties as a Machinist Mate aboard a nuclear submarine were to make sure that the mechanical systems of the submarine ran properly. All though I am not aware of all those responsibilities, I want to be sure and mention the importance of running the propulsion plant spacers and ensuring that all mechanics associated with the reactor plant were in proper working order. If a qualified member of the crew had not carried out these duties correctly, then this ship would be unable to perform its covert operations for the Navy that are so vital to the freedom of this nation.

Without reservation Mr. Speaker, I can say that Master Chief Ande Hartley has performed his duties well. I am sure there were days he realized he could pursue other employment opportunities and earn better pay, and benefits as well as enjoy more time with his family and friends. For Ande though, true commitment is more than pay and benefits, it is about the preservation of the freedom we enjoy so that our family and friends will have the opportunities they now have in the future.

Ande's sacrifices are without doubt noteworthy and commendable. His commitment is an example that his family, friends and fellow sailors can follow as a pattern in their own lives. Thank you Ande fro serving your country so faithfully, for so many years. It is an example we can all follow.

CONCERN FOR 13 MEMBERS OF THE JEWISH COMMUNITY WHO ARE ON TRIAL

HON. JANICE D. SCHAKOWSKY

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Ms. SCHAKOWSKY. Mr. Speaker, I want to share with my colleagues the deep concern that I have for 13 members of the Jewish community in Iran who are on trial for a crime I do not believe they have committed. Iran's arbitrary charges against these thirteen individuals endangers that country's entire Jewish community and is an offense to world Jewry. The trial takes place at the same time when the world honors those who were lost to the Holocaust and vows never to let such atrocities of hate recur.

I am encouraged by the fact that so many of my colleagues have taken a role of moral leadership on this issue, and have expressed their outrage to the Administration and to Iranian authorities. This past week, members of Congress took further steps to emphasize how seriously this trial can affect Iran's status. We wrote to the World Bank and contacted nations on the bank's loan approval board to urge postponement of pending loans for development projects in Iran. Unfortunately, those loans were approved. I am grateful that representatives of numerous nations that were present expressed concern over the trial. The outcome of this trial will not be overlooked by members of Congress or the Jewish and human rights communities.

The future for these thirteen individuals does not look promising. No matter what the outcome of this trial is, I will never forget Iran's behavior and will take this matter into account as I make foreign policy decisions that affect that country. I commend to my colleagues an article written by Douglas Bloomfield for the Chicago Jewish Star. Mr. Bloomfield's column is usually full of great information and insight, this one is particularly compelling and is worthy of members' attention.

SHOA TRIAL

(By Douglas M. Bloomfield)

There was something deeply troubling and yet fitting that as Jews around the world last week remembered the Six Million who perished in the Holocaust, the Ayatollahs began the trial of 13 Jews accused of spying for Israel. It was a dramatic reminder that Jews remain endangered in some parts of the world.

The time and place were appropriate. Iran is where a long-ago Hitler once concocted genocidal plans for the Jews of the Persian Empire. Just a few weeks ago, Haman's modern descendants declared the ancient vizier was really an Egyptian, not unlike the Austrians trying to convince the world Hitler was really a German.

The trial of 13 men accused on trumped up espionage charges opened on a dramatic note with the televised confessions, outside the courtroom, of first, one man and then two more and other followed, all dutifully denying coercion.

It was an alarming development unabashedly offered by a regime that wanted the world to see the confessions but not the trial.

Naturally, the ''confessed '' spies declared that their admissions were voluntary; what would one expect from a man who'd been in an Iranian jail for some 15 months, never allowed to see his lawyer?

It was reminiscent of Iran's Lebanese allies distributing videotapes of their American hostages pleading guilty to sundry offenses, and North Vietnam staging televised war crime confessions by American POW's.

No court in any civilized country would consider such confessions to be valid, but then again few would call Iran ''civilized.''

If the Iranian charges were true and the confessions freely given, there would be no reason to keep the evidence and the trial secret.

The defense attorney for one of the three said that under Islamic law and international norms, a confession given by a prisoner after more than a year in jail is invalid.

International attention is focused on the courtroom in the southern city of Shiraz. President Clinton has repeatedly spoken out, as have Members of Congress, the nation's governors and many mayors and other public officials.

Secretary of State Madeleine Albright last week warned Iranian leaders the trial ''will have repercussions everywhere'' on that country's efforts to ''earn international respect.'' That came in the same week that her department officially reaffirmed Iran's status as a leading state sponsor of international terrorism.

Other leaders have made serious and personal efforts to help: the Pope, UN Secretary General Kofi Anan, Egyptian President Hosni Mubarak, Prime

More than 60 journalists, human rights activists and diplomats from the around the globe stood vigil outside the locked doors of a legal system controlled by the most extreme factions in that country. Inside, the lives of 13 Jews were in the hands of a single man who sits as prosecutor, judge and jury.

Israel has privately assured the United States the men are innocent and it is unaware of any links between the accused and Israeli officials. Charges that they also spied for the United States have apparently been dropped.

Some of the international pressure is apparently getting attention in Tehran. That's why the prisoners were presented on television confessing. It may also explain why the trial was adjourned for Passover, not exactly a national holiday in the fervently Islamic state, and why the three youngest defendants were released on bail. Trials in Iran usually last hours, not weeks as this one is expected to. The court could have declared them guilty and quickly hanged them, as happened three years ago with two other Jews similarly charged.

But will those gestures, aimed at the international community, be enough to save the lives of these men? What do these gestures mean?

The hard-liners have never shown much sensitivity to world opinion. In fact, they seem to revel in sticking their thumbs in the eyes of public opinion, especially American and Israeli eyes.

Just before the trial began, a leading cleric delivered a sermon over state radio declaring, ''These people are spies . . . they are Jews and are . . . by nature enemies of Muslims.''

These 13 Jews are pawns in a battle between the hard-line Islamic extremists and the reformers, who scored another important victory in last Friday's runoff elections, for control of an ancient land whose chief exports of late have been religious bigotry and terrorism. One thing the ruling ayatollahs and the reformers led by President Khatemi seem to agree on is their hatred of Israel.

If the verdicts are guilty, which carries a death penalty, some fear the ayatollahs declare that all Jews are Zionists, and the Zionist state is the mortal enemy of Islam and Iran, and thus all Jews are enemies and spies.

Iran wages daily war against Israel through proxies such as Hezbollah. Supreme leader Ayatollah Ali Khamenei said again recently the only way to solve the problems of the Middle East is to annihilate Israel.

As the trial in Shiraz opened, there was an event worth noting in another country with a long and bitter history of anti-Semitism: Poland. Some 5,000 young Jews from around the world, led by the presidents of Israel and Poland, took part in the annual March of the Living from Auschwitz to Birkenau to honor those who perished solely for the crime of being Jews.

Just weeks earlier, a British judge struck an important blow for the cause of truth and morality, a blow in an ongoing battle against Holocaust denial that should never have been necessary.

Other nations are at long last beginning to come to terms with their Holocaust guilt and with Holocaust denial; throughout the Arab world, however, denial is a surging companion to rising anti-Semitism, often officially encouraged as in Egypt and Syria.

In this country, too, we have made tremendous progress in confronting the scourge of anti-Semitism, but there are counter-forces, including a presidential candidate who admires Hitler, belittles the Holocaust and blames the Jews for dragging America into World War II.

The trial of the Iran 13 is an alarming reminder that for all the lessons learned from the tragic past, there remain places where Hitler's work is commended, not condemned. It is a clarion warning of our responsibility to stand guard on the legacy of Hitler's victims in Iran and around the world.

VIEJAS BAND OF KUMEYAAY INDIANS: SPIRIT OF COOPERATION AWARD

HON. BOB FILNER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. FILNER. Mr. Speaker and colleagues, today I recognize the Viejas Band of Kumeyaay Indians, as it is honored by the San Diego-Imperial Counties Labor Council, AFL–CIO, at its 12th annual Worker's Memorial Dinner with its Spirit of Cooperation Award.

The Viejas Indian Casino recently signed a contract with the Communications Workers of America Local 9400, in what is possibly the first ever union contract with any Tribal Casino in the United States. Not only did Viejas sign an agreement with the union allowing it to organize workers at the casino, but they also gave the union space for a temporary organizing office on the property and allowed the union easy access to the employees.

After the representation election, Viejas and the union successfully negotiated a contract that provides good wages, benefits, and union representation to employees. Viejas has been model of employer attitude and has forced a truly special relationship with the union.

Viejas has also been a leader in supporting community efforts through their charitable giving programs and active participation in community and business associations.

My congratulations go to the Viejas Bank of Kumeyaay Indians for these significant contributions.

FAMILY AND MEDICAL LEAVE CLARIFICATION ACT

HON. WILLIAM F. GOODLING

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. GOODLING. Mr. Speaker, today I introduce a bill that would make reasonable, and much needed change to the Family and Medical Leave Act (FMLA) of 1993. The Family and Medical Leave Clarification Act will help implement and enforce the FMLA in a manner consistent with Congress' original intent.

I do not think anyone would dispute that the FMLA has helped those with serious family and medical crisis. However, some of the troublesome results are difficult to ignore. There is compelling evidence of problems with the implementation and the FMLA, problems affecting both employers and employees. The FMLA is still a relatively young law. In fact, the final rule implementing the Act was not published until 1995. As with any new law, there are some growing pains that need to be sorted out.

Testimony before the Committee on Education and the Workforce has established evidence of myriad problems in the workplace caused by the FMLA. These problems include: the administrative burden of allowing leave to be taken in increments of as little as six minutes; the additional burdens from overly broad and confusing regulations of the FMLA, not the least of which is the Department of Labor's ever-expanding definition of ''serious health condition;'' and inequities stemming from employers with generous leave policies in effect being penalized under the FMLA for having those policies.

Mr. Speaker, the FMLA created a Commission on Leave, which was charged with reporting the FMLA's impact. Upon release of the Commission's report in April 1996, we were told that all was well with the FMLA. But contrary to these assertions, the report was not a complete picture. In fact the Family and Medical Leave Act Commission admitted its report was only an ''initial assessment.'' Its two year study began in November of 1993, just three months after the Act even applied to most employers and more than a year before the release of final FMLA regulations in January of 1995.

Simply put, the Commission's report was based on old and incomplete data studies long before employers or employees could have been fully aware of the FMLA's many requirements and responsibilities.

Mr. Speaker, the first area the FMLA Clarification Act addresses is the Department of Labor's overly broad interpretation of the term

''serious health condition.'' In passing the FMLA, Congress stated that the term ''serious health condition'' was not intended to cover short-term conditions for which treatment and recovery were very brief, recognizing specifically in Committee report language that ''it is expected that such conditions will fall within the most modest sick leave policies.''

Despite Congressional intent, the Department of Labor's current regulations are extremely expansive, defining the term ''serious health condition'' as including, among other things, any absence of more than three days in which the employee sees any health care provider and receives any type of continuing treatment, including a second doctor's visit, or a prescription, or a referral to a physical therapist. Such a broad definition potentially mandates FMLA leave where an employee sees a health care provider once, receives a prescription drug, and is instructed to call the health care provider back if the symptoms do not improve.

The FMLA Clarification Act elects Congress' original intent for the meaning of the term ''serious health condition,'' by taking word-for-word from the Democrat Committee report, and adding to the status, the then-Majority's explanation of what types of conditions it intended the Act to cover. It also repeals the Department's current regulations on the issue and directs the agency to go back to the drawing board and issue regulations consistent with the new definition.

My bill also minimizes tracking and administrative burdens while maintaining the original intent of the law, by permitting employers to require employees to take ''intermittent'' leave, which is FMLA leave taken in separate blocks of time due to a single qualifying reason, in increments of up to one-half of a work day.

Congress drafted the FMLA to allow employees to take leave less than full-day increments. Congress also intended to address situations where an employee needed to take leave for intermittent treatments, e.g., for chemotherapy or radiation treatments, or other medical appointments. Granting leave for these conditions has not been a significant problem.

However, the regulations provide that an employer ''may limit leave increments to the shortest period of time that the employer's payroll system uses to account for absences or use of leave, provided it is one hour or less.'' Since some employers track in increments as small as six or eight minutes, the regulations have resulted in a host of problems related to tracking the leave and in maintaining attendance control policies. In many situations, it is difficult to know when the employee will be at work.

In many positions, employees with frequent, unpredictable absences can severely impact an employer's productivity and overburden their co-workers when employers do not know if certain employees will be at work. Allowing an employer to require an employee to take intermittent leave in increments of up to one-half of a work day would ease the burden significantly for employers, both in terms of necessary paperwork and with respect to being able to provide effective coverage for absent employees.

Where the employer does not exercise the right to require the employee to substitute other employer-provided leave under the FMLA, the FMLA Clarification Act shifts to the employee the requirement to request leave to be designated as FMLA leave. In addition, the Act requires the employee to provide written application of foreseeable leave within five working days, and within a time period extended as necessary for unforeseeable leave, if the employee is physically or mentally incapable of providing notice or submitting the application.

Requiring the employee to request that leave be designated as FMLA leave eliminates the need for the employer to question the employee and pry into the employee's private and family matters, as required under current law. This requirement helps eliminate personal liability for employer supervisors who should not be expected to be experts in the vague and complex regulations which even attorneys have a difficult time understanding.

With respect to leave taken because of the employee's own serious health condition, the FMLA Clarification Act permits an employer to require the employee to choose between taking unpaid leave provided by the FMLA or paid absence under an employer's collective bargaining agreement or other sick leave, sick pay, or disability plan, program, or policy of the employer.

This change provides incentive for employers to continue their generous sick leave policies while providing a disincentive to employers considering discontinuing such employee-friendly plans, including those negotiated by the employer and the employees' union representative. Paid leave would be subject to the employer's normal work rules and procedures for taking such leave, including work rules and procedures dealing with attendance requirements.

Despite the common belief that leave under the FMLA is necessarily unpaid, employers having generous sick leave policies, or that have worked out employee-friendly sick leave programs with unions in collective bargaining agreements, are being penalized by the FMLA. In fact, for many companies, most FMLA leave has become paid leave because the regulations state that an employer must observe any employment benefit program or plan that provides rights greater than the FMLA.

Because employers cannot use the taking of FMLA leave as a negative factor in employment actions, such as hiring, promotions or disciplinary actions, nor can they count FMLA leave under ''no fault'' attendance policies, the regulations prohibit employers from using disciplinary attendance policies to manage employees' absences.

Mr. Speaker, the Family and Medical Leave Clarification Act relieves many of the unnecessary and unreasonable burdens imposed on employers and employees by the Department of Labor's implementing regulations, without rolling back the rights of employees under the FMLA. Finally, my bill encourages employers to continue to provide generous paid leave policies to their employees.

I urge my colleagues in joining me in cosponsoring this measured and necessary mid-course correction to providing effective FMLA processes.

HONORING THE LATE STATE SENATOR DONALD L. GRUNSKY

HON. SAM FARR

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. FARR of California. Mr. Speaker, today I honor an outstanding legislator and trial lawyer who was a long time resident of Santa Cruz County. Former State Senator Donald L. Grunsky passed away at the age of 84.

Born in San Francisco, Donald received a bachelor's degree from the University of California, Berkeley, in 1936 and a law degree from Boalt Hall in 1939. He practiced law in the Bay Area for two years before entering the U.S. Navy during World War II. After being released from the service as a Lieutenant Commander in 1945, Grunsky established his law practice in Watsonville. He was the founder of Grunsky, Ebey, Farrar & Howell, one of the largest and most highly respected law firms in the Central Coast counties. Donald began his political career at age 32, serving as an Assemblyman from 1947 to 1952 and a Senator from 1953 to 1976. During his tenure Donald authored important legislation including measures to revise the state's divorce laws, the prohibition of off-shore drilling, a master plan for education and important water conservation measures. Donald also served as a chairman of seven Senate committees, some of which included the Finance and Judiciary committees.

Donald will be sorely missed by the many people who were privileged to know him both personally and professionally. He will forever be remembered by dear family and friends. Donald is survived by his wife Mary Lou Grunsky of Watsonville; brother-in-laws, Al Rushton and Joe Meidi; and several nieces and nephews.

STATEMENT ON PERMANENT NORMAL TRADE RELATIONS BY REVEREND RICHARD CIZIK, VICE PRESIDENT FOR GOVERNMENTAL AFFAIRS, NATIONAL ASSOCIATION OF EVANGELICALS

HON. JOSEPH R. PITTS

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. PITTS. Mr. Speaker, I would like to draw to the attention of the House the following statement from Reverend Richard Cizik, Vice President for Governmental Affairs at the National Association of Evangelicals. Reverend Cizik, who has 30 years of experience on religious issues in China, believes that granting permanent normal trade relations with China will ultimately result in greater religious freedom for the Chinese people.

NATIONAL ASSOCIATION OF EVANGELICALS,
Azusa, CA, May 16, 2000.

Re: Permanent Normal Trade Relations with China

Hon. J. DENNIS HASTERT,
Speaker of the House, House of Representatives, Washington, DC.

DEAR MR. SPEAKER: The National Association of Evangelicals is officially neutral on the topic of permanent normal trade relations with China. Evangelicals are not of one mind on how best to encourage China to move toward greater religious freedom. However, I write to express my own concerns.

The NAE has been vocal about the religious persecution of Christians and others around the world. Its 1996 ''Statement of Conscience Concerning Worldwide Religious Persecution,'' was the touchstone of a movement culminating in the passage of the International Religious Freedom Act. (I helped draft that statement and have been involved with China for more than twenty-five years, most recently participating as a staff member to President Clinton's ''Religious Leaders' Delegation To the People's Republic of China.'')

Millions of evangelicals, many within our 51 denominations and 43,000 churches, are convinced that we need to end the fractious debate over China trade policy which is damaging confidence in the United States among the Chinese people and elsewhere. Moreover, to have an effective policy that can actually achieve several goals—including gains in human rights and cooperative rather than hostile relations—requires a consistent policy that can only come from bipartisan consensus based on public support.

I respectively suggest the following might help to create that new consensus.

Send clear signals to the government of the PRC of its primary responsibility to protect human rights and bring about social justice in China. For example, officials in Beijing and in Henan Province should immediately grant full freedom to Pastor and evangelist Peter Xu Yongzhe. Freeing Xu and other prisoners of conscience who have been unjustly detained or imprisoned would be an important step by China in terms of improving human rights, strengthening the rule of law, and building better relations with the United States. (The persecution of people of faith was raised by the members of the Religious Delegation in all of our meetings with government officials—including President Jiang Zemin.)

Recognize that there are no instant solutions but that progress is being made. China's cultural legacy of authoritarianism, the complexity of change, and the lagging of political reform behind economic developments requires a long-term struggle for human dignity and social justice. We should affirm the far-reaching improvements in personal freedoms and social-economic livelihood achieved over the past twenty years by the Chinese people in their attempt to leave behind the horrors of Maoism and to create a more democratic society.

Keep in mind that the key agents of change in China are Chinese citizens whose opinions will have growing impact on government action. We must ensure that our actions support rather than damage their efforts. In recent years, our annual debate over trade and human rights, while drawing attention to the religious liberty violations that should concern all Americans, has fueled hostility between Chinese and Americans rather than bringing about positive change in China. Additionally, it has served to strengthen the hand of Communist hardliners who oppose economic and political reform, as well as an improvement in US-Sino relations.

Listen carefully to the views of Chinese citizens, Americans living and working in China, and citizens of Hong Kong and Taiwan, all whom will be the most affected by the outcome. Many Chinese Christians, including those in the unregistered house churches and those in the US, call for expanded trade through the World Trade Organization because it helps create acceptance of international norms and keeps the door open to religious exchanges and cooperation. Trade sanctions increase social discrimination and government pressure against these believers.

Pay more attention to the real impact of our actions inside China. Using trade restrictions to send a signal of disapproval to the PRC government is likely to fuel widespread public resentment of the United States. Restrictions on trade will be interpreted as an effort to block China's membership in the World Trade Organization and thus to stymie progress or even destabilize China. This will inevitably arouse anti-American sentiment, especially among younger generations.

Recognize that the United States government is only one actor and that many American institutions exert great influence in China, especially on moral and social issues. Religious groups, businesses, nonprofit institutions, academic, and medical organizations, as they interact with their Chinese counterparts, need to raise our concerns about human rights abuses. They also need to find constructive ways to assist efforts to speed up the restructuring of social and political institutions necessary to underpin the rule of law.

Let me make some specific suggestions on what should be done next.

(1) This administration and the next should make greater efforts to work multilaterally, especially with Asian nations, both to enforce China's compliance with WTO standards over the next decade and to create regional support for human rights. This will help create internal pressures for government conformity with international standards.

(2) Congress should work to establish good working relations with the National People's Congress of China in order to encourage good legislative practices. Congress should fully fund all the functions it has mandated to the Department of State and other government agencies.

(3) The Commission on International Religious Freedom (CIRF) should organize and fund a cooperative government-nongovernmental effort to improve the accuracy of reporting on the religious situation in China. It should encourage reporting by province and major city to highlight the responsibilities of local officials.

(4) The formation of a new bipartisan commission to coordinate all the goals (including religious freedom) of a consistent long-term policy toward China would be most effective if it focuses not on a single set of issues or short-term aims, but on effective strategy and tactics, and fosters dialogue with representatives of all the diverse sectors in our society that are involved with China.

(5) Congress should demonstrate the strength of its resolve on matters of human rights and religious freedom by enacting—not broad and blanket sanctions—but targeted and measured sanctions designed to accomplish their intended objective. For example, firm action against China National Petroleum Company's role in financing genocide in Sudan would send an indirect signal to China about our commitment to deal with religious persecution.

It is especially disturbing to me that during the past year there has been an escalation of harassment, intimidation, and persecution of people of faith. However, in my opinion (and that of organizations such as China Source, which represents dozens of Christian organizations working in China), granting permanent normal trade relations with China will ultimately result in greater religious freedom for the Chinese people, not less.

Sincerely Yours,

REV. RICHARD CIZIK,
Vice President for Governmental Affairs.

WILLIE PELOTE: FRIEND OF THE LABOR COUNCIL AWARD

HON. BOB FILNER

OF CALIFORNIA
IN THE HOUSE OF REPRESENTATIVES
Friday, May 19, 2000

Mr. FILNER. Mr. Speaker and colleagues, today I recognize Willie Pelote, as he is honored by the San Diego-Imperial Counties Labor Council, AFL–CIO, at its 12th annual Worker's Memorial dinner with its Friend of the Labor Council Award.

As the California Political and Legislative Director of the American Federation of State, County, and Municipal Employees, Willie oversees statewide political and legislative affairs for the nation's largest union of public employees and health care workers. He is responsible for developing and implementing the union's political strategy for campaigns at all levels of public office.

Through his work at AFSCME, Willie has been a strong supporter of and partner with the Labor Council. Willie helped AFSCME local unions in San Diego build strong member education and involvement programs, and he supported the development of the very successful Labor to Neighbor Program.

Willie's leadership has helped advance labor priorities across the state, as well as locally and for that he deserves our highest praise and admiration. My congratulations go to Willie Pelote for these significant contributions. I believe him to be highly deserving of the San Diego-Imperial Counties Labor Council, AFL–CIO Friend of the Labor Council Award.

COMPREHENSIVE BUDGET PROCESS REFORM ACT OF 1999

SPEECH OF

HON. WALTER B. JONES

OF NORTH CAROLINA
IN THE HOUSE OF REPRESENTATIVES
Tuesday, May 16, 2000

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 853) to amend the Congressional Budget Act of 1974 to provide for joint resolutions on the budget, reserve funds for emergency spending, strengthened enforcement of budgetary decisions, increased accountability for Federal spending, accrual budgeting for Federal insurance programs, mitigation of the bias in the budget process toward higher spending, modifications in paygo requirements when there is an on-budget surplus, and for other purposes:

Mr. JONES of North Carolina. Mr. Chairman, I rise today in support of the Comprehensive Budget Process Reform Act and I

thank Congressman NUSSLE for bringing this important budgetary reform to the floor.

I also came to the floor this afternoon in support of an Amendment that my colleagues, Representatives DREIER, LUTHER, REGULA, and HALL will be debating shortly that would provide for a two-year federal budget process.

Mr. Chairman, like many of my friends on both sides of the aisle, I served in the state legislature before my election to the House in 1994. The North Carolina General Assembly, like many other states, operates under a two-year, biennial budget process.

That is what brings me to the floor today. Like many of my colleagues, I am frustrated with the annual budget system.

We spend months of every year debating the same issues. That leaves very little time for Members to explore many of the issues that directly affect the citizens of this nation.

A biennial budget would allow Members to devote the first session of any Congress to the budget resolution and appropriations decisions. The second session would be dedicated to program oversight in order to help eliminate wasteful government spending.

This process would provide Congress time to better address issues of important national interest, like the state of our military readiness, how to protect our nation's seniors and improve the current health care system, and how to best provide an effective safety net for our nation's farmers.

A biennial budget would also allow Congress to better manage unforeseen emergency budget situations that face our nation like the forest fires New Mexico is currently battling, or the hurricanes that have devastated North Carolina's coastline for the last few years.

When hurricanes have hit North Carolina, the General Assembly has been able to successfully help the State meet its unmet needs without creating undue hardship on the State or on our communities.

Mr. Chairman, Congress has a constitutional responsibility to oversee government spending and to improve the way government works. When we dedicate such a significant amount of time each year to appropriate funds for government programs, we lose out on needed opportunities to evaluate the performance of those programs and make necessary changes. A biennial budget would allow a full year of oversight to determine what is working and what is not so that the appropriations process can move more smoothly and the government can run more efficiently and effectively.

Mr. Chairman, I urge my colleagues to support the Comprehensive Budget Process reform. I also hope my colleagues will join me in voting for the biennial budget amendment to ensure American taxpayer dollars are being spent wisely.

HONORING TOPSFIELD, MASSACHUSETTS

HON. JOHN F. TIERNEY

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. TIERNEY. Mr. Speaker, Topsfield, Massachusetts is observing a year-long celebration of the 350th anniversary of its founding as a town by the General Court of the Commonwealth in 1650. The observance will not only reflect upon the town's proud history, but will look with optimism toward the future.

When Governor John Winthrop arrived in Salem harbor in 1630, Masconomet, the sagamore of the Agawam tribe, who lived in the Topsfield area, welcomed him. The regional high school is named for Masconomet, who always lived peacefully with his new neighbors.

The early settlers of Topsfield, named after Toppesfield, England, were mostly farmers. But as British encroachment on their liberty through passage of various taxes escalated through the late 1600s and the 1700s, they became more and more concerned about defending against attack. On April 19, 1775, 110 of Topsfield's citizenry in two companies joined with other towns in a march to Lexington and Concord to fight the redcoats at the very beginning of the Revolutionary War. Topsfield citizens have served with distinction in every war since.

While the town's character has changed through the years from farming to light manufacture and small business, it has retained its rural character. It is home each autumn to the Topsfield Fair, the Nation's oldest agricultural exposition. Its Ipswich River Wildlife Sanctuary is the largest sanctuary in the Massachusetts Audubon system.

A number of famous people have called Topsfield home. The Stanley family of the Stanley Steamer automobile arrived in 1659 and lived in the town until 1778. The ancestors of two leaders of the Mormon Church, Joseph Smith, its founder, and Brigham Young, its second president, were near neighbors in Topsfield.

Today, Mr. Speaker, Topsfield stands at the beginning of this new century looking optimistically toward a bright future while celebrating its long and proud heritage. A time capsule is being assembled that will include essays by fourth graders about what life was like in the year 2000, as well as recollections of seniors about the century just past. To those residents of Topsfield in the year 2100, as well as to the town's current citizens, may I add my sincere congratulations and best wishes.

HONORING ST. FRANCIS PRAYER CENTER

HON. DALE E. KILDEE

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. KILDEE. Mr. Speaker, I am pleased to speak on behalf of a group of people who have made the community a truly joyous place to live. On Saturday, May 20, the St. Francis Prayer Center in Flint, Michigan, will celebrate their 25th Anniversary.

For many years, Father Phil Schmitter and Sister Joanne Chiaverini have worked diligently to do the Lord's work throughout the Flint community. Their selfless nature is tremendous and the compassion they show is indescribable. When creating the St. Francis Prayer Center in 1975, they were committed to simple goals: they wanted a central location where even the poor could walk, where they could provide guidance and promote spirituality regardless of denomination, and work to help bridge the gap between racial and religious lines. As a lifelong Flint resident, I am happy to say that their efforts have indeed improved understanding, acceptance, and genuine positive regard within the city of Flint, and the surrounding communities. They have provided a resource that we all can be very proud of. They have helped people come closer to God and to one another.

Also, the accomplishments of St. Francis would not be as strong if not for the work of the members of the Prayer Center Board and the many volunteers who are always there to lend a helping hand. These people also give much of themselves to further the impact that the center makes.

Mr. Speaker, our community would not be the same without the presence of Father Phil Schmitter, Sister Joanne Chiaverini, and the St. Francis Prayer Center. Just as I consider it an honor and a pleasure to serve here as a Member of Congress, they also understand the joy of serving. I am pleased to ask my colleagues in the 106th Congress to join me in congratulating them on 25 wonderful years, and wish them success toward the next 25.

CONGRATULATIONS TO THE VERSAILLES CHAMBER OF COMMERCE LIFETIME ACHIEVEMENT AWARD RECIPIENTS NONA AND BILL CAINE

HON. IKE SKELTON

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. SKELTON. Mr. Speaker, I was recently informed that the Versailles Chamber of Commerce will present Nona and Bill Caine with the Lifetime Achievement Award on May 26, 2000, in a ceremony at the Morgan County Historical Society Heritage Garden in Versailles, Missouri.

Bill owned and operated Versailles Furniture for over 30 years. In addition to running his business, he served as the First Sergeant of the Army Reserve Unit and as the Mayor of the City of Versailles for six years. During his term in office, he oversaw installation of the airport, construction of the water tower and server for the southwestern part of the city and development of the parks system. Bill is also responsible for reviving the Versailles Chamber of Commerce and served as both Chamber President and Board Member. He shared responsibility, along with Rufus Harms, for organizing the Versailles Industrial Trust. Additionally, Bill served as President of the Versailles Lions Club and was twice the Fair Board Chairman for the Morgan County Fair.

Bill led three major community fund drives for the Brown Shoe Company, the Sheltered Workshop and the railroad spur. He was involved in the acquisition of Brown Shoe Company, Dixon Ticonderoga Pencil Company and Gates Rubber Company in Versailles. He presently serves on the Versailles Cemetery Board, Good Shepherd Nursing Home District Board and Bank of Versailles Board of Directors.

Nona worked for ten years at Wini's Fashions. She was a charter member of the Junior Sorosis, the WIN Investment Club and is a member of the Versailles Women's Civic Club. Nona was very active in organizations that benefit the children of Versailles. She was involved in Girl Scout and Boy Scout activities, was a member of the Parent Teacher Association and participated in numerous door-to-door solicitations for community fund drives.

Nona and Bill are both members of the Morgan County Historical Society and the Versailles United Methodist Church, where Nona has served as a Sunday School teacher and President and member of the Young Mother's Circle. They also are Charter Members of the Rolling Hills Country Club and have served several years on the Long Range Planning Committee. Nona served as President and Board Member, President and Golf Chair of the Ladies' Rolling Hills Organization and is Treasurer of the Fifty Plus Women's Golf Association of Central Missouri.

Mr. Speaker, Nona and Bill have set an example in the Versailles community for all Missourians to follow. I know that my colleagues in the House will be pleased to join me in congratulating them for their outstanding work.

FLOYD D. SPENCE NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2001

SPEECH OF

HON. SHERROD BROWN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 4205) to authorize appropriations for fiscal year 2001 for military activities of the Department of Defense and for military construction, to prescribe military personnel strengths for fiscal year 2001, and for other purposes.

Mr. BROWN of Ohio. Mr. Chairman, I rise in support of the Whitfield/Strickland amendment. Workers in the nuclear weapons complex serve in our nation's defense, and it is time to make amends to those who have fallen ill in the line of duty.

In the 1940s, the City of Lorain, Ohio in my district was home to a beryllium plant that produced nuclear weapons components. Exposure to beryllium dust can cause chronic beryllium disease, which is incurable and results in a lingering death.

Although the Lorain plant burned down in 1948, the effects of beryllium have not been forgotten, and I continue to hear many tragic stories of the deaths of loved ones from beryllium disease. A few former workers are fighting for their lives even today.

Non-workers in Lorain also fell ill. The Ohio health department identified 16 cases of beryllium disease in people who did not work in the plant, but lived across the street or washed their husbands' dusty clothes. These individuals or their survivors should also be eligible for compensation.

Mr. Chairman, I strongly support this amendment. I also urge prompt hearings and committee action on H.R. 2398, the Energy Employees Occupational Illness and Compensation Act.

CONGRATULATING JEFFERSON ELEMENTARY SCHOOL

HON. MARGE ROUKEMA

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mrs. ROUKEMA. Mr. Speaker, I rise to congratulate Jefferson Elementary School in Bergenfield, New Jersey, on the dedication of its new Garden of Love, Hope and Friendship. This peaceful, serene garden has been created as a place of meditation and reflection intended to help prevent a repeat of the horrible tragedies of gun violence that have plagued our nation's schools in recent years.

The focal point of the 30-by-70-foot garden is three dogwood trees, one each to symbolize the themes of love, hope and friendship. Azaleas ring the perimeter of the garden to represent each of the students killed in school shootings, while six rose bushes have been planted in memory of school faculty members who have died. Each Jefferson student will be involved by planting impatiens around the dogwoods. Plaques will be placed in memory of victims of the shootings. Gravel paths and wooden benches complete the setting.

The garden could not have been created without the help of the community. The project was headed by a 19-member committee of parents and other supporters, some of them former students at Jefferson. Grimm Landscaping and Standish and Sons Landscaping Inc. both contributed material and labor.

The garden is typical of Jefferson Elementary, an innovative and progressive school led by Principal Joseph Miceli. A cooperative effort between students, parents, faculty and administration focuses on connecting learning to life through activities such as Family Fun Night, Community Education Day, Author's Day, Celebrity Reader Day or Volunteer Appreciation Day. The school's mission is ''to promote a lifelong love of learning.''

We face a terrible problem in our communities—the alarming number of children dying from gun violence. Jonesboro. Springfield. Columbine. These cities and schools have become symbolic of troubled children bringing guns to school and killing other children or teachers. Firearm deaths among children under age 15 are 12 times higher in the United States than the 25 other industrialized nations combined. Our schools face enough problems today without becoming a combat zone.

We in Congress have come forth with many proposals for fighting school violence. I support closing the gunshow loophole, trigger locks, smart guns when the technology becomes available, mental health screening for youthful offenders and other steps. But legislation alone is not enough. We need more of these community-based activities, where teachers and other role models work with young people to change attitudes about violence and provide alternatives for troubled youth.

Mr. Speaker, I ask my colleagues in the House of Representatives to join me in congratulating the students, parents, faculty and staff of Jefferson Elementary School on this exemplary project. If it is successful in keeping only one young boy or girl from going astray, it will have been well worth the effort.

SUPPORT OF THE SAFE PIPELINES ACT OF 2000

HON. JENNIFER DUNN

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Ms. DUNN. Mr. Speaker, earlier this year, I joined Representative METCALF in support of H.R. 3558, the Safe Pipelines Act of 2000, to improve safety and provide states greater discretion to review and inspect interstate liquid pipelines. This vital legislation requires pipeline companies to inspect the pipelines both internally and with hydrostatic tests. To improve access to information, this legislation requires the U.S. Department of Transportation to post the location of all pipelines on the Internet and inform the public of accidents, leaks, and spills.

While the June 10th accident in Bellingham, Washington, has caught our attention, we must examine how to improve the integrity of the pipeline and instill public confidence that we are adequately protecting those who live near a pipeline. I remain supportive of hydrostatic testing as a method to ensure the integrity of the pipelines. However, we must also review the regulatory, maintenance, and day-to-day operations of the pipelines comprehensively to better serve our communities.

On May 13th, I held a public meeting to discuss efforts to improve the pipelines. With a panel of experts, we discussed the need for better communication between local elected officials and the pipeline companies servicing the Puget Sound area. We must remain vigilant in protecting our neighborhoods not only today but also in the future. Congress can help in this process by passing meaningful pipeline legislation this year.

HONORING HOWARD J. MORGENS

HON. SAM FARR

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. FARR of California. Mr. Speaker, today I honor Mr. Howard J. Morgens, a retired chief executive officer of the Procter and Gamble Co. and also a donor of property that made the construction of the Hospice of the Central Coast possible. Mr. Morgens passed away at the age of 89.

Born in St. Louis, Howard was a graudate of Washington University and Harvard Business School. Howard then moved to Carmel Valley with his wife Anne in 1962. The couple moved permanently to Pebble Beach in 1990. Beginning in 1933, Howard worked for Procter and Gamble serving as chief executive officer from 1957 to 1974. He retired as chairman emeritus

in 1977. In addition to his work in Procter and Gamble, Howard served on the boards of directors of several corporations including General Motors, Morgan Guaranty Trust Co., and Exxon. Howard was also dedicated to various civic, educational and charitable organizations, some of which include the American Museum of Natural History and the American National Red Cross and the Cincinnati Children's Hospital. On the Monterey Peninsula, Howard was a trustee of the Community Hospital of the Monterey Peninsula Foundation and the Monterey Institute of International Studies.

Howard will be sorely missed by the many people who were privileged to know him both personally and professionally. He will be forever remembered by dear family and friends. Howard is survived by his wife of 64 years, Anne; two sons, Edwin of South Norwalk, Conn., and James of Atlanta; six grandchildren and four great-grandchildren.

RECOGNITION OF THE 50TH ANNIVERSARY OF THE ROSEVILLE FEDERATION OF TEACHERS

HON. DAVID E. BONIOR

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. BONIOR. Mr. Speaker, today I recognize the 50th anniversary of the Roseville Federation of Teachers. For fifty years the men and women of the RFT have been educating the young people of the Roseville Community School district. I have been working side by side with Roseville teachers since I first came to Congress, and I have always had the utmost respect and admiration for their dedication to their students and to the community where they work.

From kindergarten at schools like Eastland, Kaiser and Alumni through the halls of Roseville High School and the once bustling Brablec High . . . the Roseville Federal of Teachers has come together to ensure the best possible education for the students entrusted to their care.

While the current state administration has mounted an assault on teacher unions through attacks on collective bargaining, the right to strike and the current school voucher proposal, organization such as the RFT remind us that teachers are democracy's most valuable resource. Teachers have taken on the responsibilities of mentors, counselors and role models to young people. As your responsibilities have increased over the years, your benefits have not always grown at the same speed. Organizations such as the Roseville Federation of Teachers insure that teachers are fully represented and properly respected.

I ask you each to join me in congratulating the Roseville Federal of Teachers for their 50 years and wish them the very best as they continue to help our children meet the future challenges of this Nation.

PERSONAL EXPLANATION

HON. JOHN B. SHADEGG

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. SHADEGG. Mr. Speaker, I was attending my daughter's high school graduation and was absent for a series of votes on May 18. Had I been present, I would have voted "no" on No. 202, "no" on No. 203, "no" on No. 204, "yes" on No. 205, "yes" on No. 206, "yes" on No. 207 and "yes" on No. 208.

HONORING SANDRA ELLEN BARRY

HON. LORETTA SANCHEZ

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Ms. SANCHEZ. Mr. Speaker, today I recognize a superb educator in my district. In July, Sandra Ellen Barry will become the superintendent of the Anaheim City School District.

The district's current superintendent, Dr. Roberta Thompson, leaves the district this summer after many years of service. Sandy Barry will take her place.

And no one is better qualified to lead the district's 21,000 students and 1,900 employees, in 22 elementary schools. Ms. Barry comes with an extensive educational background.

She has served as the deputy superintendent for three years, a role in which she has prepared for her new position. She comes to the job equipped with the many challenges she will undoubtedly face.

But Sandy's experience is not limited to one district. She has served Orange County schools, children and families well through her work in many capacities. She came to her administrative career only after a decade of teaching, working with children from the ages of 7 to 14.

The Anaheim City School District will miss Superintendent Thompson. But I know that I join the community and her colleagues when I say that Sandy Barry is equal to the task.

FLOYD D. SPENCE NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2001

SPEECH OF

HON. ALLEN BOYD

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 4205) to authorize appropriations for fiscal year 2001 for military activities of the Department of Defense and for military construction, to prescribe military personnel strengths for fiscal year 2001, and for other purposes:

Mr. BOYD. Mr. Chairman, military retirees were promised a "lifetime of free medical care" in exchange for serving honorably in the U.S. Armed Forces for a minimum of 20 years. Although used by the services for decades as an effective recruitment and retention tool, this promise has no basis in law. Regrettably, our nation's failure to honor the "promise of health care" is a contributing factor to the critical retention and recruiting problems our armed services currently face.

In 1956, after the Korean War, only 11 percent of the eligible military medical beneficiaries were either retirees, their dependents, or survivors of former service men and women. At that time, existing military medical facilities were capable of serving these individuals. However, today, 52 percent of military medical beneficiaries are retirees and their family members. This growth in the military retiree population, along with recent base closures, has severely limited the ability of our government to provide them with direct care.

The Federal Government has fallen short of its commitment to the men and women who have served our Nation in the armed services Demographic changes over the last several decades have led to an explosion in the number of military retirees, dramatically increasing the cost of providing health care to these individuals. While our Government could not have anticipated the factors which produced this problem, we must take action to ensure our military retirees receive the adequate care they deserve.

The Taylor amendment would expand and make permanent an existing Department of Defense (DoD) TRICARE Senior Prime demonstration program, more commonly known as Medical Subvention. Under Medicare Subvention, the costs of providing health care to Medicare-eligible military retirees who receive treatment at military medical facilities are reimbursed to the DoD by the Health Care Financing Administration.

As many of my colleagues know, the Balanced Budget Act of 1997 created a Medicare Subvention demonstration project under which six military treatment sites were organized as Medicare+Choice plans and have enrolled and treated military retirees and their dependents 65 and over. This Demonstration will end December 31, 2000.

The Demonstration Project has been a success. There are long waiting lists to enroll at several of the sites. The number of retirees enrolling when they turn 65 is much higher than DoD expected. GAO reported that some retirees joined Tricare Prime at age 64 to be eligible to age-in to Tricare Senior Prime. The disenrollment rate is much lower than those of almost all Medicare managed care plans.

Enrollees in Tricare Senior Prime are guaranteed continuity of care at military health facilities. The current "Space Available" care cannot ensure that a retiree can see his cardiologist or other physician when he needs an appointment. The health needs of the over 65 population cannot wait for "space available." Medicare Subvention is needed to replace the Space Available policy as soon as possible.

Our men and women in uniform have earned and deserve quality health care for themselves and their families. Congress must take immediate action to live up to the medical care commitment the government made to our service men and women and their families. Though the Taylor Amendment does not take

care of the entire military retiree population, it is a good first step to addressing this duty we have to take care of our nation's career service men and women. I urge your strong support of this important amendment.

RECOGNIZING DR. SPENCER PRICE FOR RECEIVING THE GENERAL DOUGLAS A. MACARTHUR LEADERSHIP AWARD

HON. SAXBY CHAMBLISS

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. CHAMBLISS. Mr. Speaker, I would like to recognize a distinguished gentleman from Georgia's 8th District who is visiting Washington this week as one of six outstanding National Guard officers in the country, Dr. Spencer Price.

Dr. Price has been awarded the prestigious General Douglas MacArthur Leadership Award for his dedication to both the medical and military community. Dr. Price is a respected internal medicine specialist at The Medical Center of Central Georgia in Macon and is also a member of the Georgia Army National Guard. In addition, Dr. Price serves as a surgeon for the Georgia Guard's 121st Infantry Battalion.

Dr. Price has made a career of serving people and saving lives, and we all know this world needs more people who are willing to put selfishness aside and dedicate themselves to serving their community and their country. As a Member of Congress from Georgia and a member of the House Armed Services Committee, I have been fortunate to know Dr. Price and have had several opportunities to speak with him about issues facing both the Georgia Guard and America's military. His insight is always respected.

Mr. Speaker, Georgia is rich in military heritage and we have always been home to incredible leaders and public servants. Dr. Spencer Price is one of those people. He is an outstanding American, and it is an honor to know him.

HONORING THE 75TH ANNIVERSARY OF THE VFW NATIONAL HOME FOR CHILDREN

HON. DEBBIE STABENOW

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Ms. STABENOW. Mr. Speaker, today I recognize the Veterans of Foreign Wars National Home for Children during their 75th Anniversary Gala Celebration. The VFW National Home for Children, located in Onondaga Township in rural Ingham County, has been serving our country, our state, our families and our children for 75 years. Through the initial efforts and determination of Amy Ross, a young woman from Detroit, this unique and cherished place has grown in the last several decades to include over 70 buildings on 629 acres nicely situated on the Grand River.

The VFW National Home for Children has created an inclusive community to assist families of those who served our country who can benefit from the assistance of a caring family environment. The National Home provides a variety of structural programs to help children develop the many skills that will enable them to succeed as young adults. Each of these programs, such as family living environment for orphans, single parent programs and preschool education and day care, provide essential assistance for our veterans and their loved ones. In addition, the Home's Education Department has a library, media center and computers that allow everyone to hone useful skills in our information-age connected economy. Tutoring is provided for students as well.

Mr. Speaker, the National Home also provides a dynamic roster of extra-curricular events throughout the year. These diverse activities include trips to cultural destinations throughout the state and beyond, such as the Detroit Zoo, fishing on Lake Erie, watching hockey games in Kalamazoo, canoeing on the Grand River, cross-county skiing and spending a day at Cedar Point in Ohio.

I was proud to support the VFW National Home for Children as a state legislator, and I am proud to rise today to commend the VFW National Home for Children on their 75th anniversary. This is a milestone which highlights many decades of service and commitment to the betterment of our future leaders.

IN MEMORY OF VICKI LEE GREEN

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

Mr. McINNIS. Mr. Speaker, I wanted to take this moment to recognize the life of a friend of mine, Vicki Lee Green. Vicki was a wonderful woman who was loved by many. She will be greatly missed by friends, relatives, business associates, and acquaintances.

Vicki was a Colorado native born in Palisade, Colorado on a peach farm on April 1, 1949. She was active in athletics and cheerleading throughout her high school and college. Vicki went to Mesa State College in Grand Junction, Colorado where she met her husband Lee Green. In 1970 they were married and in 1971 they moved to Glenwood Springs where they gave birth to their daughter Tonya.

In Glenwood Springs, Vicki worked as an exercise and ski instructor at Ski Sunlight. Vicki later took a real estate class and discovered her abilities as a salesperson, leading her to become a real estate agent. Vicki went on to create the latest real estate firm in the area and soon she was recognized as one of the top realtors in Colorado. Vicki earned a strong reputation for her business ability. Along with her business affairs, she provided many contributions to the community and the local college (CML).

Vicki was very dedicated to her family: her husband Lee, her brother Bill, her daughter Tonya, and her sister-in-law Jeannie. Vicki was so proud of her daughter in that among other things Tonya decided to follow her mom's footsteps as a realtor. Vicki considered her friends as family and on any occasion would assist them as only family could.

In the very broadest of terms, Vicki was a beautiful person who showed her compassion and love in many ways. Despite a battle of many years, her disease ravaged body finally surrendered, though Vicki's mind fought the good fight until the end. Memories of Vicki will remain solidified in the minds of many, many people for years to come. Vicki will be deeply missed by those of us who were fortunate enough to know her.

FLOYD D. SPENCE NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2001

SPEECH OF

HON. SILVESTRE REYES

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 17, 2000

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 4205) to authorize appropriations for fiscal year 2001 for military activities of the Department of Defense and for military construction, to prescribe military personnel strengths for fiscal year 2001, and for other purposes.

Mr. REYES. Mr. Chairman, I insert the following materials for the RECORD.

ASSISTANT SECRETARY OF DEFENSE,
Washington, DC, May 17, 2000.

Hon. FLOYD D. SPENCE,
Chairman, Committee on Armed Services, House of Representatives, Washington, DC.

DEAR MR. CHAIRMAN: Pursuant to Section 1027(b) of the National Defense Authorization Act for fiscal year 2000 (Public Law 106–65, Oct. 5, 1999), please find the enclosed report on the use of military personnel to support civilian law enforcement. The report addresses:

1. The plan described in Section 1027(a);
2. A discussion of the risks and benefits associated with using military personnel to support civilian law enforcement;
3. Recommendations; and
4. The total number of active and reserve members, and members of the National Guard whose activities were supported using funds provided under section 112 of Title 32, United States Code, who participated in drug interdiction activities or otherwise provided support for civilian law enforcement during fiscal year 1999.

Thank you for your continued support of the Department's counterdrug efforts. If I can be of further assistance, please do not hesitate to contact me.

Sincerely,

(For Brian E. Sheridan).

Enclosure: As stated.
CC: The Honorable Ike Skelton, Ranking Minority Member.

REPORT PURSUANT TO §1027 OF THE NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2000, PUBLIC LAW 106–65, OCTOBER 5, 1999

Pursuant to §1027(b) of the National Defense Authorization Act for Fiscal Year 2000, Public Law 106–65, the Department of Defense is required to report to Congress on use of military personnel to support civilian law enforcement. The report is set out below.

Subsection (b)(1)

Section 1027(a)(1) plan to assign members of the Army, Navy, Air Force, or Marine

Corps to assist the Immigration and Naturalization Service or the United States Customs Service should the President determine, and the Attorney General or the Secretary of the Treasury, as the case may be, certify, that military personnel are required to respond to a threat to national security posed by the entry into the United States of terrorists or drug traffickers.

As a first step towards compliance with Section 1027(a), Department of Defense (DoD) representatives met with the senior leadership of the Immigration and Naturalization Service and the United States Customs Service on several occasions, to identify any requirements that either agency had that would necessitate actually assigning members of the Army, Navy, Air Force, or Marine Corps to respond to a threat to national security posed by the entry into the United States of terrorists or drug traffickers. In the end, neither the Immigration and Naturalization Service or the United States Customs Service could envision a scenario which would require such assignments. Instead, both agencies expected that they would use the existing system of plans and procedures to increase the level of support from DoD personnel who would report through the existing military chain of command. Both the Immigration and Naturalization Service and the United States Customs Service agreed that the current level of counterdrug support that DoD provides in the form of Title 1004 Domestic support through Joint Task Force (JTF) 6 and Title 32 State Plans National Guard support is adequate to meet their current requirements. The fact that neither agency envisioned requirements to assign military members to their agencies precluded DoD's development of a plan.

Subsections (b)(2) & (3)

In light of the forgoing, DoD could not assess the risk and benefits and could not make recommendations regarding the functions outlined in the plan associated with using military personnel to provide law enforcement support described in subsection (A)(2).

Subsection (b)(4)

The total number of active and reserve members, and members of the National Guard whose activities were supported using funds provided under section 112 of title 32, United States Code, who participated in drug interdiction activities or otherwise provided support for civilian law enforcement during fiscal year 1999.

Section 112 of Title 32, United States Code authorizes the Secretary of Defense to fund the Governors use of National Guardsmen, acting in state status, for drug interdiction and counter drug activities. Consequently, there were no active and reserve members, who participated in drug interdiction activities or otherwise provided support for civilian law enforcement during fiscal year 1999, whose activities were supported using funds provided under section 112 of Title 32. There were 3,429 National Guardsmen, who participated in drug interdiction activities or otherwise provided support for civilian law enforcement during fiscal year 1999, whose activities were supported using funds provided under section 112 of Title 32, United States Code.

CONCLUSION

During informal discussions with the Immigration and Naturalization Service and the United States Customs Service, both agencies responded that they could manage normal traffic flow at the border and accordingly, they could not envision any requirements that would require assigning members of the Army, Navy, Air Force, or Marine Corps to their respective agencies to respond to a threat to national security posed by the entry into the United States of terrorists or drug traffickers. In emergencies the DoD will respond to requests for support as required. This type of support request does not necessitate assigning members of the Army, Navy, Air Force, or Marine Corps to the requesting agency. Instead, DoD develops plans to support other federal agencies in cases of an emergency situation such as, operation ''Graphic Hand'' which is implemented in case of a postal service strike, and operation ''Garden Plot'' which is implemented in the event of civil disturbances that exceed the capabilities of civilian law enforcement. Of particular interest for the purpose of this report is operation ''Distant Shores'' which is implemented to support the Immigration and Naturalization Service in immigration emergencies. Within DoD, the Director of Military Support is the executive agent for the DoD for domestic support. Director of Military Support manages plans and directives to facilitate support requests from other agencies. These and other plans are updated annually to meet new requirements that arise or to address changes requested by the supported agencies. To execute a plan, the agency requests support through the Executive branch and a request is sent to the Secretary of Defense for possible tasking to the Director of Military Support. The Director then coordinates the DoD response required by the emergency situation.

Outside the terrorist and drug trafficker support there exist a good example of DoD support and planning. The following is a short synopsis from a letter signed by Attorney General Janet Reno of how DoD supports Federal law enforcement agencies during declared emergency situations using the Mass Immigration Emergency Plan (attached), referred to as ''Distance Shores'' by DoD: ''The purpose of the Mass Immigration Emergency Plan is to protect the national security and facilitate the coordination of all types of Federal emergency response activities to deal with emerging or ongoing mass illegal immigration to the United States. The Plan outlines the planning assumptions, policies, concept of operations, organizational structures, and specific assignments of responsibility of the departments and agencies in working together to enforce Federal laws to protect the sovereignty and security for the United States.''

Additional factors that should be considered in the context of assigning members of the armed forces to the Immigration and Naturalization Service and the United States Customs Service are that doing so harms military readiness, and that the risk of potential confrontation between civilians and military members far out weighs the benefit.

Section 1027 requires that the members that are assigned to assist the federal law enforcement agencies receive law enforcement training. It is not in DoD's military interest to require training in search and seizure arrests, use of force against civilians, criminal processing techniques, preservation of evidence, and court testimony. This type of training has minimal military value and detracts from training with warfighting equipment for warfighting missions. Furthermore, this type of training competes with military training for the member's time. It will lead to decreased military training, which reduces unit readiness levels, military preparedness, and overall combat effectiveness of the Armed Forces.

Any expansion in the potential for armed confrontation between military and civilians in the United States increases the risk of a serious incident involving the loss of life. DoD's experience with the incident near Marfa, Texas illustrates graphically that risk.

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MASS IMMIGRATION EMERGENCY PLAN

FOREWORD

The Mass Immigration Emergency Plan presents guidelines for a coordinated effort by the Federal government, at the national, regional, and local level, to enforce Federal laws to deter, interdict, and control massive illegal immigration to the United States. The Plan draws on the unique resources, authorities, and capabilities of a large number of Federal departments and agencies, with the support of State and local government and voluntary agencies, to work together to maintain the integrity of our national borders, protect public health, and control the admission of immigrants and refugees.

The Mass Immigration Emergency Plan was developed through the efforts of 37 departments and agencies, and the special work of the Immigration and Naturalization Service (INS) Intelligence Division at the national level, and INS regional and district offices and Border Patrol sectors. The INS has worked to ensure that departments and agencies with identified responsibilities in the Plan have fully participated in planning and exercise activities in order to develop, maintain, and enhance the concerted Federal emergency response capability.

The purpose of the Mass Immigration Emergency Plan is to protect the national security and facilitate the coordination of all types of Federal emergency response activities to deal with an emerging or ongoing mass illegal immigration to the United States. The plan outlines the planning assumptions, policies, concept of operations, organizational, structures, and specific assignments of responsibility of the departments and agencies in working together to enforce Federal laws to protect the sovereignty and security of the United States.

The Department of Justice appreciates the cooperation and support of those departments and agencies which have contributed to the development and publication of this plan.

JANET RENO,
Attorney General.

BASIC PLAN

OVERVIEW

The Immigration and Nationality Act (8 U.S.C. 1101 et seq.) establishes authority and procedures for controlling immigration to the United States. The Act charges the Attorney General with the administration and enforcement of all laws relating to immigration and naturalization of aliens.

During 1981, the President of the United States directed the Attorney General to coordinate the development of a contingency plan for a government-wide response to a mass illegal immigration emergency. In January 1983, the Department of Justice completed the preparation of the Mass Immigration Emergency Plan, hereafter referred to as the Plan, which outlined requirements and procedures for a coordinated Federal effort utilizing the resources of appropriate agencies to control an attempted illegal mass immigration.

In 1992 the Attorney General directed the Immigration and Naturalization Service to

coordinate the review of the Plan to address changes in Federal resources which would be available to respond to an immigration emergency, and deal with the recent and emerging problems relating to mass illegal immigration. The Plan, as updated in this edition, is designed to address the sudden or rapidly escalating arrival of large numbers of aliens attempting to enter illegally or being smuggled to the United States.

The Plan describes the basic mechanisms and structures by which the Federal government will deploy resources and coordinates multi-agency law enforcement and other operations to address the emergency situation. In following the model of the Federal Emergency Management Agency's (FEMA) Federal Response Plan for natural and technological disasters, the Plan uses a functional approach to group types of operational and support activities under 10 Emergency Response Functions (ERF) which are most likely to be conducted during a mass immigration emergency. Each ERF is headed by a primary agency, which has been selected based on its authorities, resources, and capabilities in the particular functional area. Other agencies are designated as support agencies for one or more ERF based on their authorities, resources, and capabilities in the particular functional area. Law enforcement and other functions of the Plan

The Plan serves as a foundation for the further development of detailed headquarters, regional, and local plans and procedures to implement Federal and State responsibilities in a timely and efficient manner.

PURPOSE

The Plan establishes an architecture for a systematic, coordinated, and effective Federal response. The purpose of the Plan is to:

Establish fundamental assumptions and policies.

Establish a concept of operations that provides an interagency coordination mechanism to facilitate the implementation of the Plan.

Incorporate the coordination mechanisms and structure of other appropriate Federal plans and responsibilities.

Assign specific functional responsibilities to appropriate Federal departments and agencies.

Identify actions that participating Federal departments and agencies will take in the overall Federal response, in coordination with affected States.

SCOPE OF THE PLAN

The Plan applies to all Federal departments and agencies which are tasked to provide resources and conduct activities in an immigration emergency situation.

Under the Plan, a State means any State of the United States, the District of Columbia, Puerto Rico, the Virgin Islands, and Guam.

The Plan describes Federal actions to be taken in immediate and ongoing emergency response operations. The identified actions in the Plan, carried out under the ERFs, are based on existing Federal agency statutory authorities and resources.

In some instances, an immigration emergency may result in a situation which affects the national security of the United States. For those instances, appropriate national security authorities and procedures will be used to address the national security requirements of the situation.

ORGANIZATION OF THE PLAN

The Plan is organized in four sections:

The Basic Plan describes purpose, scope, situation, policies and concept of operations of Federal response activity.

The Emergency Response Functions Annex describes the planning assumptions, concept of operations, and responsibilities of each ERF.

The Support Annex describes the areas of Financial Management, Public Information, Congressional Relations, and International Relations.

The Appendix to the Plan includes a list of acronyms and abbreviations, definitions of terms, a list of authorities and directives, and indexes of agency references and key Plan terms.

FLOYD D. SPENCE NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2001

SPEECH OF

HON. MARCY KAPTUR

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 18, 2000

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 4205) to authorize appropriations for fiscal year 2001 for military activities of the Department of Defense and for military construction, to prescribe military personnel strengths for fiscal year 2001, and for other purposes:

Ms. KAPTUR. Mr. Chairman, I include the following GAO report for the RECORD.

United States General Accounting Office,
Report to Congressional Requesters

OCCUPATIONAL SAFETY AND HEALTH.—GOVERNMENT RESPONSES TO BERYLLIUM USES AND RISKS

May 19, 2000

Congressional Requesters

Over the last 50 years, federal policymakers and scientists have attempted to both capitalize on the advantages of beryllium and address health and environmental risks. Beryllium is a strong and lightweight metal that generates and reflects neutrons, resists corrosion, is transparent to X rays, and conducts electricity. It is also a hazardous substance.

Among the organizations that have played key roles in responding to the risks associated with beryllium are the Departments of Defense, Energy, and Labor. The Departments of Defense and Energy are the federal agencies that have most commonly used beryllium. Defense procures components containing beryllium for a variety of weapon systems from private contractors. Energy operates federal facilities (including nuclear weapons production facilities) that use beryllium, and it has responsibility for protecting federal and contract workers at these facilities. Energy has identified at least 17 facilities that use or have used beryllium, and it estimates that about 20,000 current and former workers at these facilities were exposed or potentially exposed to beryllium from the 1940s to the present. The Department of Labor's Occupational Safety and Health Administration has overall responsibility for protecting the health and safety of workers in most workplaces throughout the United States, including those that use beryllium.

This report responds to your request for information on beryllium as a hazardous material and on the health and safety controls over its use. As agreed with your offices, this report (1) provides information on beryllium's uses and risks and (2) describes selected key events that illustrate the evolution of the federal government's response to risks posed by beryllium. To respond to the second question, we identified and summarized key events from the 1960s through the 1990s involving actions by the Departments of Defense and Energy and the Occupational Safety and Health Administration. Appendix I describes the objectives, scope, and methodology for this review.

RESULTS IN BRIEF

Lightness, strength, and other attributes have made beryllium useful in a wide array of products, such as aircraft, spacecraft, X-ray equipment, and nuclear weapons. However, beryllium is considered hazardous. Health effects from high exposure to beryllium particles were first noted in the early 20th century. Beginning in the 1940s, scientists linked exposure

From the 1960s to the 1990s, Defense, Energy, and the Occupational Safety and Health Administration took a number of actions to assess and to respond to risks associated with exposure to beryllium. In reviewing selected key events, we noted that the agencies took the following steps to reduce risks from exposure to beryllium: discontinued testing of rocket propellant containing beryllium, assessed beryllium exposure standards, limited worker exposure to beryllium, established health surveillance measures, and proposed compensation for workers who have chronic beryllium disease. The key events are as follows:

Defense discontinued testing beryllium in rocket fuel by 1970, due in part to concerns about meeting air quality requirements.

The Occupational Safety and Health Administration proposed a more stringent worker exposure standard for beryllium in 1975 based on evidence that it was carcinogenic in laboratory animals. The proposal generated concerns about the technical feasibility of the proposal, impact on national security, and the scientific evidence supporting the proposed change. According to Occupational Safety and Health Administration officials, the agency discontinued its work on the proposal in the early 1980s in response to other regulatory priorities such as lead, electrical hazards, and occupational noise. In 1998, the agency announced that it would develop a comprehensive standard for beryllium by 2001

Energy improved working conditions at its facilities and implemented medical testing for its current and former workers during the 1980s and 1990s after new cases of chronic beryllium disease were identified during the 1980s. From 1984 through 1999, 149 Energy workers have been diagnosed with definite or possible chronic beryllium disease.

In 1999, Energy issued a rule that established new worker safety controls, such as increased use of respirators and assessing hazards associated with work tasks, for its facilities that use beryllium. Energy also proposed a compensation program for Energy workers affected by chronic beryllium disease, which has been introduced as legislation in the Congress.

The Departments of Defense, Energy, and Labor provided written or oral comments on our report and generally concurred with the information presented. They suggested technical changes, and Labor officials also emphasized that the hazard information bulletin on beryllium cited in the body of this report was a significant effort to protect worker health.

BERYLLIUM USES AND RISKS

In the 1920s and 1930s, beryllium was used for a variety of purposes, including as an additive for alloying with copper and other metals in manufacturing, as an ingredient in fluorescent lamps, and for other purposes. Today, beryllium is used in nuclear reactor and weapons parts; aircraft, spacecraft, and missile structures and parts; military vehicle structures and parts; electronics; auto parts; lasers; X-ray equipment; dental prosthetics; and other consumer products. In some of these products, substitutes for beryllium can be used (e.g., titanium, stainless steel, and some forms of bronze and aluminum). However, Energy and Defense officials state there is no substitute for beryllium in key nuclear components or in weapons for which lightweight and strength are critical.

According to U.S. Public Health Service reports, people are exposed to extremely low levels of naturally occurring beryllium in the air, in many foods, in water, and in soil. The highest exposures to beryllium tend to occur in the workplace. Occupational exposure to beryllium occurs when it is extracted from ore; when the ore is processed into beryllium metal; and when this metal is made into parts (e.g., machined, welded, cut, or ground). Today, beryllium is used in many applications outside of the Defense and Energy industries.

Health effects from high exposure to beryllium particles were first noted in the early 20th century. Beginning in the 1940s, scientists linked exposure to beryllium with an inflammatory lung condition now called chronic beryllium disease, which is often debilitating and, in some cases, fatal.

Research on the biomedical and environmental aspects of beryllium is extensive.[3] According to the National Jewish Medical and Research Center (a nonprofit institution devoted to respiratory, allergic, and immune system diseases), beryllium primarily affects the lungs. The disease occurs when people inhale beryllium dust, and it can develop even after workers have been out of the beryllium industry for many years. There are three main types of adverse health effects associated with beryllium exposure:

Chronic beryllium disease is caused by an allergic-like reaction to beryllium. Even brief exposure to very low levels can lead to this disease, which often has a slow onset and involves changes to lung tissue that reduce lung function. The first evidence of what was to be called chronic beryllium disease was identified in 1946. More recent studies indicate that reaction to beryllium depends on the type of beryllium and the work task.[4] According to the National Jewish Medical and Research Center, the disease occurs in 1 to 16 percent of exposed people, with the level of exposure that poses risk and the precise mechanisms of disease not yet well characterized.

Acute beryllium disease (symptoms lasting less than 1 year) results from relatively high exposure to soluble beryllium compounds (i.e., compounds that can be at least partially dissolved). This disease usually has a quick onset and resembles pneumonia

National and international organizations have identified beryllium metal and compounds as carcinogenic to humans. Studies involving workers in plants with high exposure during the 1940s showed subsequent increases in mortality. The magnitude of the risk from current occupational exposure levels is not known, but may be minimal.

KEY EVENTS IN THE FEDERAL RESPONSE TO BERYLLIUM RISKS

The following illustrative key events involving Defense, Energy, and the Occupational Safety and Health Administration (OSHA) document concerns and actions taken regarding beryllium exposure risks. The events include (1) Defense's decision to discontinue testing beryllium in rocket fuel by 1970, (2) OSHA's efforts in the 1970s and since 1998 to lower the exposure limits, (3) Energy's steps to improve working conditions and medical screening in the 1980s and 1990s, and (4) Energy's 1999 rule on beryllium worker safety.

Defense discontinued testing of beryllium rocket propellant

Defense discontinued testing of rocket propellant containing beryllium by 1970 due to the potential risk of public exposure to hazardous levels of beryllium particles released in rocket exhaust. According to an August 1969 Air Force report, the Air Force and Advanced Research Projects Agency began development of beryllium rocket propellant in 1959. Experiments in the 1960s showed that rocket payloads could be increased 10 to 30 percent by using beryllium powder in propellant. Research and development efforts later expanded to include other Defense agencies and the National Aeronautics and Space Administration.

As military and civilian agencies experimented with beryllium in rocket fuel, they also pursued concerns about beryllium's potential risks. For example, an August 1962 manufacturer's internal memorandum stated that officials planned a visit from the Navy propellant plant at Indian Head, Maryland, to discuss health and safety concerns in handling beryllium powders at a test facility for solids fuel propellants. When testing began to involve firing large rocket motors that would release potentially hazardous levels of beryllium particles into the air, concerns expanded to include the general population in the vicinity of test facilities.

In 1966, the U.S. Public Health Service requested the National Academy of Sciences-National Research Council to study the toxicity and hazards of beryllium propellant and its compounds and to recommend air quality criteria. The resulting March 1966 council report recommended a range of less stringent limits for atmospheric contamination. The U.S. Public Health Service concluded that release of any form of beryllium above 75 micrograms per cubic meter of air could be hazardous, and it did not adopt the council's recommendation to change the release limit.

According to a 1985 Air Force report, as a result of the U.S. Public Health Service decision, all beryllium propellant and motor testing has been discontinued since 1970. Following the U.S. Public Health Service decision, Defense issued a directive in 1967 that in effect curtailed open-air firing of beryllium-fueled rocket motors. The directive required that the release of beryllium in all open-air firings fall within the 75 microgram contamination limit, that exhaust from rocket motors be filtered to meet the 75 microgram limit, or that firings be conducted outside the continental limits of the United States. According to the August 1969 Air Force report, this directive severely limited development of beryllium-fueled rocket motors. The report also indicated that the 75 microgram contamination limit could not be met, the equipment needed to filter exhaust to meet the 75 microgram limit was not available, and firing at remote locations was expensive. The Environmental Protection Agency, which is today responsible for air quality standards, continues to limit such releases to the 75 microgram level.

OSHA actions to revise exposure standards

In 1971, OSHA adopted a beryllium standard developed by the American National Standards Institute to control exposure to beryllium in the workplace. OSHA subsequently began efforts to determine whether this standard should be revised.

In a 1975 Federal Register notice outlining its proposal, OSHA cited several issues raised by the revised standard, including OSHA's decision to treat beryllium as a substance that posed a carcinogenic risk to humans based on laboratory animal data, the technical feasibility of achieving the proposed exposure limits, and the methods of monitoring airborne concentrations of beryllium. It solicited comments from the public and received about 150 written comments and 40 requests for a public hearing. As a result, from August through September 1977, OSHA held an informal rulemaking hearing and heard testimony from 46 individuals representing business, government, labor, and academia. Some commenters questioned whether there was sufficient scientific evidence to support a revision, whether employers (particularly beryllium producers) could comply with lower exposure limits with existing technology, and whether the cost of complying with the proposed standard was excessive.

In 1978, while government panels were considering the sufficiency of scientific evidence, the Secretaries of Energy and Defense questioned the impact of the proposed standard on the continued production of beryllium, which was important for national defense. August 30, 1978, letters from the Secretary of Energy to the Secretary of Labor and the Secretary of Health, Education, and Welfare noted that the proposed standard would place a heavy burden on the two primary beryllium producers in the United States, who might stop producing beryllium. Specifically, the letter stated that ''Clearly, cessation of beryllium metal and/or beryllium oxide production is unacceptable and would significantly degrade our national defense effort.'' The Secretary agreed that workers' health was paramount, but believed that the scientific questions warranted an independent peer review. The Secretary of Defense—in November 1978 letters to the Secretary of Labor and the Secretary of Health, Education, and Welfare—echoed the Energy Secretary's concerns about national security and the scientific evidence.

The first government panel reviewed human cancer studies, but documents did not show whether or how the panel's review was concluded. The Secretary of Health, Education, and Welfare formed a second panel in 1978 to address three questions. The questions were as follows: (1) Are the animal studies credible in showing beryllium carcinogenicity

The second panel's consultants generally agreed that (1) beryllium was an animal carcinogen, (2) no good information existed on cancer involving beryllium-copper alloy, and (3) epidemiological evidence was suggestive of an association between beryllium exposure in the workplace and human lung cancer (however, the data were only suggestive because of alternative explanations for this association). In a 1978 report to the Secretary of Health, Education, and Welfare, the U.S. Surgeon General and the Assistant Surgeon General, who oversaw the panel and reviewed the scientific evidence, stated that the conclusion that beryllium was an animal carcinogen required the Department of Health, Education, and Welfare to recommend standard setting and that more definitive answers were needed regarding the last two questions.

Representatives from Defense, Energy, and OSHA met to discuss the proposed OSHA

standard in 1979. Concerns included national security, technical feasibility, and the scientific evidence. OSHA continued its efforts to finalize the standard and prepare a draft rule at least through July 1980. According to OSHA officials, work was discontinued in the early 1980s because of other regulatory priorities such as lead, electrical hazards, and occupational noise.

In 1998, OSHA announced that it was developing a comprehensive standard on occupational exposure to beryllium. In its announcement, the agency cited evidence of chronic beryllium disease associated with beryllium exposure below the 2 microgram limit, a new beryllium sensitivity test, and conclusions that beryllium is a human carcinogen. Officials from OSHA expect to propose a standard in 2001.

To develop information for this standard, OSHA contracted with a private firm and has obtained preliminary data on industries that use beryllium. It also issued a hazard information bulletin on beryllium exposure in September 1999 to alert employers and employees about the potential hazards of beryllium and to provide guidance on work practices needed to control exposure.

Energy improved working conditions and medical screening following new disease cases in the 1980s

Two Energy facilities that have large numbers of beryllium-related workers are Rocky Flats Environmental Technology Site in Golden, Colorado, and the Oak Ridge Y–12 Plant in Oak Ridge, Tennessee. Rocky Flats produced beryllium metal parts for nuclear weapons from 1958 through 1998, but no longer has any production role and is expected to be closed. Some workers at Rocky Flats may encounter beryllium during the environmental cleanup process at the facility. The Y–12 Plant produces nuclear weapons parts from beryllium powder and has other roles in the nuclear weapons program that may expose workers to beryllium. Overall, as of March 2000, Energy had identified at least 17 facilities that use or have used beryllium. Energy's preliminary estimate is that

According to Energy documents, from the 1970s through 1984, the incidence of chronic beryllium disease appeared to significantly decline at Energy facilities. This apparent reduction, along with the long latency period for the disease, led Energy to assume that chronic beryllium disease was occurring only among workers who had been exposed to high levels of beryllium decades earlier, such as in the 1940s. However, in 1984 a new case of chronic beryllium disease was diagnosed in a worker employed in 1970 at Energy's Rocky Flats facility. Several additional cases were diagnosed among Rocky Flats workers in the following years, raising questions about the adequacy of worker protection measures. In response, Energy investigated the working conditions at Rocky Flats and made improvements to ventilation in 1986 and also improved working practices. Energy also instituted medical screening programs for beryllium workers at risk of developing chronic beryllium disease, making use of new medical advances such as a new blood test. In addition, Energy improved its practices for monitoring worker exposure.

Energy's Actions at Rocky Flats

After the new case of chronic beryllium disease was diagnosed in June 1984, Energy's Albuquerque Operations Office, which oversaw Rocky Flats, conducted an investigation of working conditions at the plant's beryllium machine shop to identify factors contributing to the disease case. The investigation, reported in October 1984, identified ventilation problems in the beryllium machine shop and hazards from performing certain operations outside of ventilation hoods, which are designed to collect and filter out airborne beryllium particles. The investigation also found that the affected worker had repeatedly been exposed to beryllium at levels greater than the permissible exposure limit of 2 micrograms per cubic meter of air (averaged over an 8-hour period).

During the 1984 investigation, the Rocky Flats facility began taking air samples from workers' ''breathing zones'' for the first time, using sampling devices placed on workers' shirts or lapels. Previously, the facility had used ''area monitoring,'' in which sampling devices were placed on beryllium machines or other fixed locations in the work area. Exposed levels measured by personal breathing zone sampling were generally found to be higher than those measured by area samplers. Several reasons could account for the differing monitoring results, according to a 1996 research study and Energy officials. Fixed area monitors were not always well-placed to represent breathing zones.[18] Also, fixed area monitors placed on or near machines may not capture exposures resulting from the use of hand-held tools or poor practices, such as shaking out cloths used to clean machines.

Following the investigation, Rocky Flats remodeled the ventilation system, eliminated most operations outside ventilation hoods, imposed procedures for cleaning tools and

A second evaluation at Rocky Flats was conducted by the National Institute for Occupational Safety and Health, at the request of a union's local chapter. This evaluation, which was completed in May 1986 before the ventilation remodeling was completed, concluded that a health hazard existed from over-exposure to beryllium in the beryllium machine shop. The Institute recommended that Rocky Flats routinely use personal breathing zone sampling, conduct all beryllium machining under exhaust ventilation, and conduct medical monitoring of beryllium-exposed workers.

Improved Medical Testing

During the late 1980s, medical advances allowed for earlier and easier detection of chronic beryllium disease and sensitivity to beryllium. Beryllium sensitivity is an immune system reaction, similar to an allergic reaction, which can occur in some persons exposed to beryllium and that indicates an increased risk of developing chronic beryllium disease. A blood test for sensitivity, known as the beryllium lymphocyte proliferation test, was refined during the late 1980s. Another new diagnostic device, the flexible bronchoscope (a tubular lighted device), provided a less invasive means for examining the lungs for signs of chronic beryllium disease.

Energy and the National Jewish Medical and Research Center first began using the newly-developed blood test on a trial basis to identify workers sensitivity to beryllium at rocky flats in 1987. Beginning in 1991, Energy established medical screening programs for many additional current and former Energy employees, using this blood text. For those identified as having sensitivity to beryllium, Energy offered follow-up medical exams to determine whether chronic beryllium disease was present. Medical testing was provided in phases, due to the funding levels available, according to an official in Energy's Office of Occupational Medicine and Medical Surveillance. Specifically, blood testing for current and former Rocky Flats workers began on a routine basis in 1991, for current Oak Ridge workers in 1991, for former Oak Ridge workers in 1993, and for former workers at several other facilities where workers could have been exposed to beryllium in 1996 and 1997.

From 1984 through December 31, 1999, a total of 13,770 current and former workers (or about 69 percent of the estimated 20,000 workers who may have been exposed to beryllium) had been screened for definite or possible chronic beryllium disease. Through this testing, 149 Energy workers have been diagnosed with chronic beryllium disease. The Assistant Secretary for Environment, Safety, and Health states that of the 149 workers, 89 have been diagnosed with chronic beryllium disease and another 60 have

Improved exposure monitoring

During the 1990s, Energy also expanded the use of personal breathing zone monitoring at its facilities. For instance, the Y–12 Plant at Oak Ridge took only 148 personal breathing zone samples prior to 1990, but took 1,448 personal breathing zone samples from 1990 through 1996. According to plant officials, beginning in January 1998 and continuing through fiscal year 1999, the Y–12 Plant sampled every beryllium worker on every shift and reported the results back to the workers the following day. More than 7,900 personal breathing zone samples were collected during this period, according to the plant's Industrial Hygiene Manager. The purposes of this monitoring effort were to make workers more aware of safety practices through immediate feedback, to identify any practices needing improvement, and to address the monitoring requirements states in a 1997 Energy notice on chronic beryllium disease prevention (described below). The Industrial Hygiene Manager for the Y–12 Plant told us that the plant plans to continue using personal breathing zone sampling routinely, sampling every worker in some locations and using a statistically based sampling approach in locations where more extensive data have already been gathered.

Energy established a rule on beryllium worker safety in 1999 and proposed a beryllium worker compensation program

Energy issued a rule in December 1999 establishing regulations to reduce beryllium exposure levels among its workforce, to reduce the number of workers exposed to beryllium, and to provide medical testing for exposed and potentially exposed workers. This rule on chronic beryllium disease prevention applied to federal, contractor, and subcontractor employees at Energy facilities where there is actual or potential exposure to beryllium. Energy has identified 17 facilities affected by the rule. These facilities have a total of about 8,100 workers who currently are associated with beryllium activities. According to officials in Energy's Office of Environment, Safety, and Health, each Energy facility is currently evaluating how it is affected by the new requirements in the rule. This review may result in identifying additional facilities that are affected by the rule. Several actions by Energy, such as a survey of its facilities to identify those with beryllium uses, preceded development of the final rule. In addition, in November 1999, the Secretary of Energy announced a legislative proposal to provide compensation for Energy workers who have contracted chronic beryllium disease or beryllium sensitivity.

Steps preceding issuance of DOE's rule

In 1996, Energy surveyed the contractors that manage and operate its facilities concerning the extent of beryllium usage and

the estimated numbers of workers exposed to beryllium. Following the survey, in July 1997, Energy issued a notice to its offices

Energy's rule on chronic beryllium disease prevention

Energy's December 1999 rule on chronic beryllium disease prevention includes a number of provisions designed to reduce beryllium exposure among its workers. First, the rule adopts OSHA's permissible exposure limit (currently 2 micrograms per cubic meter averaged over an 8-hour period) or a more stringent limit that may be promulgated by OSHA in the future. Second, the rule establishes an action level that is one-tenth of the permissible exposure limit, at which level certain controls must be implemented. Controls required when exposure reaches the action level include using respirators and protective clothing, periodically monitoring beryllium levels, setting annual goals for exposure reduction, and limiting work area access to authorized personnel. The rule requires that periodic monitoring occur at least quarterly and that facilities use personal breathing zone monitoring. In addition, some controls are required for any beryllium work, regardless of the exposure level. These include assessing hazards before beginning work tasks involving beryllium, providing safety training to workers, and providing respirators to any beryllium worker who requests one.

Energy's rule includes two other types of beryllium limits. First, the rule establishes limits for beryllium particles on surfaces such as floors, tables, and the exterior of machinery. Surface sampling must be conducted routinely, and specified housekeeping methods must be used to keep beryllium dust below the limits. Second, the rule sets limits called release criteria for beryllium-contaminated equipment or items. One limit is set for releasing equipment and items to other facilities that perform beryllium work. A second, more stringent level is set for releasing equipment and items for re-use outside of Energy facilities or in non-beryllium areas of Energy facilities.

Energy's rule requires that medical surveillance be provided, on a voluntary basis, to all current workers with known or potential exposure to beryllium. Beryllium workers' annual health evaluations are to include blood tests for beryllium sensitivity and a physical examination emphasizing the respiratory system. These health evaluations are to be provided at no cost to workers. If medical opinions so indicate, employers at Energy facilities must offer to remove workers from beryllium work and exposure. Individuals removed from beryllium work must be provided the opportunity to transfer to other work for which they are qualified or can be trained in a short period. If a position is not available, employers must provide such workers with their normal earnings, benefits, and seniority for up to 2 years.

Worker compensation proposal

In November 1999, the Administration transmitted a legislative proposal to the Congress to provide compensation for current and former Energy workers with chronic beryllium disease. The proposal covers employees of Energy and its predecessor agencies, Energy contractors and subcontractors, and beryllium vendors who sold beryllium to Energy. According to Energy officials who helped develop the proposal, employees of beryllium vendors were included because (1) Energy's contracts with vendors through the early 1960s generally required them to apply the same worker safety provisions that Energy used in its own facilities and (2) the vendors manufactured beryllium parts to government specifications and for the sole use of the government. Affected workers would be eligible to receive reimbursement for medical costs, assistance for impairment or vocational rehabilitation, and compensation for lost wages. Workers with sensitivity to beryllium could also be reimbursed for medical costs involved in tracking their condition. In an announcement regarding this proposal, the Secretary of Energy noted that the proposal would reverse Energy's past practice of opposing and litigating most worker health compensation claims. The Administration's proposed legislation was introduced in the House and the Senate in November 1999. Two other bills concerning compensation for beryllium workers have also been introduced in the House and are pending.

Agency comments and our evaluation

We provided the Departments of Energy, Labor, and Defense with a draft of this report for their review and comment. They generally agreed with the information in the report and provided technical changes, which we incorporated as appropriate. Energy's written comments are in appendix II. An official of the Office of the Deputy Under Secretary of Defense for Environmental Security orally concurred with the information in our report and suggested changes to clarify data on air monitoring and medical testing. An official of Labor's Occupational Safety and Health Administration orally concurred with the information in our report and suggested changes to clarify terminology and to expand data on beryllium as a human carcinogen.

We will provide copies of this report to the Honorable William S. Cohen, Secretary of Defense; the Honorable Bill Richardson, the Secretary of Energy; the Honorable Alexis Herman, the Secretary of Labor; and other interested parties.

If you have any questions about this report, please call the contacts listed in appendix III.

David R. Warren, Director, Defense Management Issues.

List of Requesters

The Honorable Robert F. Bennett.
The Honorable Mike DeWine.
The Honorable John McCain.
United States Senate.

The Honorable Christopher Shays, Chairman, Subcommittee on National Security, Veterans' Affairs, and International Relations.
Committee on Government Reform..
The Honorable Tim Holden
The Honorable Paul E. Kanjorski.
The Honorable Marcy Kaptur.
The Honorable Jim Kolbe.
House of Representatives.

Appendix I

OBJECTIVES, SCOPE, AND METHODOLOGY

Our objectives were (1) to provide information on beryllium uses and risks and (2) to describe selected key events that illustrate the evolution of federal government responses to risks. More specifically, we were asked to examine key events at the Departments of Energy and Defense and at Labor's Occupational Safety and Health Administration.

To obtain information on beryllium uses and risks, we reviewed documentation such as agency studies and reports and interviewed officials at Energy, Defense, Labor, and the Occupational Safety and Health Administration headquarters. We reviewed current and archived data and reports from the U.S. Public Health Service; the National Jewish Medical and Research Center, Denver, Colorado; Brush Wellman, Inc. (one of two producers of beryllium in the United States) headquartered in Cleveland, Ohio; and the Lovelace Respiratory Research Institute, Albuquerque, New Mexico.

We selected key events during the 1960s through 1990s involving Energy, Defense, and Labor to illustrate agency responses to beryllium uses and risks. For each event, we screened current and archived records for documentation such as agency hearing records, studies, correspondence, and reports; we interviewed agency officials to identify agency positions; and we followed up on agency officials' interviews with other parties, to ensure the accuracy of our report.

For Energy, we contacted headquarters staff in the Offices of Environment, Safety and Health; the General Counsel; Defense Programs; Science; and Nuclear Energy, Science and Technology; and field staff from Defense facilities, including Rocky Flats, Colorado; Oak Ridge Y–12 Plant, Tennessee; Los Alamos National Laboratory, New Mexico; and Lawrence Livermore National Laboratory, California. We obtained data on exposure sampling; working conditions; medical screening efforts; workplace controls; policy, practices, and procedures; and the rule, proposed legislation, and associated history.

For Defense overview information, we contacted staff from the Deputy Under Secretary of Defense for Environmental Security; the military service headquarters; the U.S. Army Center for health Promotion and Preventive Medicine, Aberdeen Proving Ground, Maryland; the Navy Environmental Health Center, Norfolk, Virginia; the Air Force Institute for Environment, Safety, and Occupational Health Risk Analysis, Brooks Air Force Base, Texas; and selected subordinate commands. Regarding beryllium rocket fuel, we also visited the Air Force Research Laboratory, Edwards Air Force Base, California. We obtained background information from the headquarters of the National Aeronautics and Space Administration, its Langley Research Center, and the Chemical Propulsion Information Agency, Columbia, Maryland.

For Labor, we interviewed current and former staff from the Department of Labor's Occupational Safety and health Administration and the Department of Health and Human Services' National Institute for Occupational Safety and Health. We obtained and examined the complete transcript of the August–September 1977 informal hearing on beryllium, as well as key documents available from hearing records and related archive files.

This report was reviewed for classification by an authorized derivative classifier at Energy and was determined to be unclassified. We conducted our review from June 1999 through April 2000 in accordance with generally accepted government auditing standards.

Appendix II

COMMENTS FROM THE DEPARTMENT OF ENERGY

DEPARTMENT OF ENERGY

Washington, DC, April 27, 2000.

David R. Warren,

Director, Defense Management Issues, National Security and International Affairs Division, United States General Accounting Office, Washington, DC.

DEAR MR. WARREN: In response to your April 7, 2000, request to the Secretary of Energy, the Office of Environment, Safety and Health has reviewed the draft General Accounting Office report, RCED–HEHS–00–92, ''OCCUPATIONAL SAFETY AND HEALTH: Government Responses to Beryllium Uses and Risks'' (GAO Code 709457.) The Office of Environment, Safety and Health has no essential comments requiring a reply from the General Accounting Office prior to the publication of the report. We found the report to be accurate. However, we are enclosing suggested comments for your considerations.

If you have any questions, please contact Ms. Lesley Gasperow, Director, Office of Budget and Administration, on 301–903–5577.

Sincerely,

DAVID MICHAELS, PH.D, MPH,

Assistant Secretary, Environment, Safety and Health.

Appendix III

GAO CONTACTS AND STAFF ACKNOWLEDGMENTS

GAO Contacts

Charles Patton, Jr., (202) 512–8412.

Uldis Adamsons, (202) 512–4289.

Acknowledgments

In addition to those named above, Bruce Brown, Rachel Hesselink, Arturo Holguin, Robert Kigerl, Lori Rectanus, Ronni Schwartz, George Shelton, and Glen Trochelman made key contributions to this report.