

damage, especially for office equipment and computers. They were also forced to postpone their summer school program.

Additionally, the Sheldon Independent School District suffered severe flooding in all but two of their schools, and they have been forced to cancel part of their summer school program.

There is a great deal of work to do, Mr. Speaker, but we will continue to rebuild our homes and schools and our business. I thank the agencies that helped us.

#### EAST SIDE ACCESS AND SECOND AVENUE SUBWAY CRUCIAL NEW YORK CITY TRANSPORTATION PROJECTS

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from New York (Mrs. MALONEY) is recognized for 5 minutes.

Mrs. MALONEY of New York. Mr. Speaker, in New York City there are two crucial transportation projects: the East Side Access and the Second Avenue Subway. These two projects would provide the New York region with the first significant expansion of transit capacity in over half a century.

The MTA is moving forward with both projects on a fast track. Because they will be intersecting benefits and impacts, they need to advance together. The New York delegation is united in wanting to provide support to these projects in this year's title III appropriations bill. We have joined the MTA in requesting \$149 million for the East Side Access and \$20.5 million for the Second Avenue Subway.

The Committee on Appropriations had made a very serious mistake by providing only \$10 million for the East Side Access and absolutely no funding for the Second Avenue Subway. This is a terrible decision that seriously undermines New York's ability to meet its transportation needs for the 21st century.

The New York City region is the largest transit market in the United States with nearly 8 million daily trips. Our subways and railroads have twice the ridership of the rest of the Nation's rail system combined.

At the same time, the MTA is the most efficient transit system in the country, covering over 60 percent of its operating cost from the fare box. New York City is serious about the need to continue investment in our transit system. The MTA expects to fund over 70 percent of its 2000–2004 capital program with city, State and internal resources, a commitment of over \$12 billion.

New York State has included \$1.05 billion for the Second Avenue Subway and its MTA 5-year capital plan and \$1.5 billion for the East Side Access. The MTA is committed to funding 50 percent of the cost for the Second Avenue Subway and East Side Access.

The Second Avenue Subway, which will run from East Harlem to the tip of Manhattan and provide for eventual extensions into the Bronx, Brooklyn, and Queens, is the most important project to the MTA's agenda. It will bring subway service to underserved areas of Manhattan, enable East Side Access passengers to travel to their jobs, and provide relief to passengers on the Lexington Avenue Subway, which is the most overcrowded subway in the entire country. The east side of Manhattan is one of the most densely populated areas in the country. We are continuing to grow in population, but our communities are served by only one subway line. We have neighborhoods with over 200,000 residents per square mile, and many must walk 15 or 20 minutes to reach the nearest subway. The project is vitally important to the economic health of the New York region.

The East Side Access will connect the Long Island Railroad to Manhattan's East Side, enabling over 70,000 Long Island and Queens residents to reach their jobs in the Grand Central terminal area, the most densely populated business district in the United States.

70,000 East Side Access riders cannot fit on the Lexington Avenue line, which already carries thousands of riders more than it was designed for. They need the Second Avenue line. Unless these new riders have another transportation option, they will overwhelm the Lex, and reduce the capacity with disastrous results for people who live in my district and Manhattan and Queens, as well as those who live in the Bronx and Brooklyn.

The Second Avenue Subway, which will provide an alternative route to hundreds of thousands of riders, is the only solution to this problem. The Second Avenue Subway and East Side Access have the support of the New York delegation, the MTA, the governor, and the mayor. What is more, the Second Avenue Subway has had the financial support, serious support from the City, the State, and the Federal Government.

It makes absolutely no sense for Congress to stop funding the Second Avenue Subway now that it is underway by providing only \$10 million for the East Side Access and no money for the Second Avenue Subway. This transportation appropriations bill gravely shortchanges the New York metropolitan region and undermines our financial future.

Mr. Speaker, I urge my colleagues and particularly the New York delegation to vote against the transportation bill when it comes to the floor because the Second Avenue Subway was not continued in its funding. It is a safety hazard, a transportation hazard and it is just plain wrong, particularly when the State has committed over \$1 billion to fund this project.

Mr. Speaker, in New York City there are two crucial transportation projects—East Side Access and Second Avenue Subway.

These two projects would provide the New York Region with the first significant expansion of transit capacity in over half a century.

The MTA is moving both projects forward on a fast track.

Because they will have intersecting benefits and impacts, they need to advance together.

The New York delegation is united in wanting to provide support to these projects in this year's Title III appropriation.

We have joined the Metropolitan Transportation Authority in requesting \$149.5 million for East Side Access and \$20.5 million for the Second Avenue subway.

The Appropriations Committee has made a serious mistake by providing only \$10 million for East Side Access and no funding for the Second Avenue Subway.

This is a terrible decision that seriously undermines New York's ability to meet its transportation needs for the 21st Century.

The New York City Region is the largest transit market in the United States; with nearly 8 million daily trips.

Our subways and railroads have twice the ridership of the rest of the nation's rail systems combined.

At the same time the MTA is the most efficient transit system in the country, covering over 60 percent of its operating costs from the farebox.

New York is serious about the need to continue investment in our transit system.

The MTA expects to fund over 70 percent of its 2000–2004 Capital program with City, State, and internal resources, a commitment of over \$12 billion dollars.

It has included \$1.05 billion dollars for the Second Avenue Subway and \$1.5 billion dollars for East Side Access in its Capital Plan.

The MTA is committed to funding 50 percent of the cost for the Second Avenue subway and East Side Access.

The Second Avenue subway, which will run from East Harlem to the tip of Lower Manhattan, and provide for eventual extensions into The Bronx, Brooklyn, and Queens, is the most important project on the MTA's agenda.

It will bring subway service to underserved areas of Manhattan, enable East Side Access passengers to travel to their jobs and provide relief to passengers on the Lexington Avenue line, which is the most overcrowded subway line in the country.

The East Side of Manhattan is one of the most densely populated areas of the country.

We are continuing to grow in population, but our communities are served by only one subway line.

We have neighborhoods with over 200,000 residents per square mile, where many must walk 15 or 20 minutes to reach the nearest subway.

This project is vitally important to the economic health of the New York region.

The MTA is moving forward quickly with its plans to build the subway.

It has completed a Draft Environmental Impact Statement for the upper portion of the line and is working on a Supplemental DEIS for the remainder of the project.

Additionally, the MTA has completed a screening of qualifications and developed a

short list of three consultant teams for the engineering and design consultant for this project.

It is currently preparing a request for proposals and it will award a contract and begin work on preliminary engineering this year.

East Side Access will connect the Long Island Rail Road to Manhattan's East Side, enabling over 70,000 Long Island and Queens residents to reach their jobs in the Grand Central Terminal area, the most densely developed business district in the United States.

Each of these riders will see their daily journey to work reduced by over 30 minutes.

The Final DEIS has been completed.

East Side Access received \$8 million from Congress last year and \$370.6 million from the State under the MTA Capital Plan.

The MTA has awarded contracts for engineering for tunnels in November 1998 and for the rest of the project in February 1999. They are awaiting a record of decision from the FTA.

It is the consensus opinion of most elected leaders in New York that these two projects must be completed together.

Seventy thousand East Side Access riders cannot fit onto the Lexington Avenue line which already carries thousands of riders more than it is designed for—they need the Second Avenue Subway.

Unless these new riders have another transportation option, they will overwhelm the Lex and actually reduce its capacity, with disastrous results for people who live in my district in Manhattan and Queens, as well as those who live in The Bronx and Brooklyn.

The Second Avenue subway, which will provide an alternative route to hundreds of thousands of riders, is the only solution to this problem.

The Second Avenue Subway and East Side Access have the support of the New York delegation, the MTA, the Governor and the Mayor.

What's more, the Second Avenue Subway has had the financial support of the City, the State and the Federal government.

The Speaker of the Assembly, Sheldon Silver, held up the MTA Capital Plan until he received a commitment for a full-length Second Avenue Subway. As a result \$1.05 billion is budgeted for the Subway in the MTA's five year.

The Manhattan Borough President, C. Virginia Fields, committed \$1 million from her budget for the Subway. The Second Avenue Subway was authorized under TEA-21 and last year, Congress provided \$3 million in new start funds.

It makes no sense for Congress to stop funding the Second Avenue Subway now that it is underway.

By providing only \$10 million for East Side Access and no money for the Second Avenue Subway, this Transportation Appropriations bill gravely short-changes the New York Metropolitan region and undermines our financial future.

I urge my colleagues, and particularly the New York delegation, to vote against this Transportation Appropriations bill.

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#### AMERICA'S ENERGY CRISIS

The SPEAKER pro tempore (Mr. KIRK). Under a previous order of the House, the gentleman from Montana (Mr. REHBERG) is recognized for 5 minutes.

Mr. REHBERG. Mr. Speaker, I rise today because I wish to speak to America about our current energy crisis. While prices rise at the pump to over \$2 a gallon in some places and Californians are forced to contend with blackouts, this Nation is still in a position to extricate ourselves from this crisis and once and for all prevent future energy and fuel shortages.

There is no quick fix or one-stop-shop solution to this problem. Through a balanced approach combining research and development, capital investment and conservation measures, we can once and for all provide our Nation with clean, abundant energy.

We must commit ourselves to developing cheaper and more efficient ways of harnessing renewable sources of energy. We can now only meet a fraction of our energy needs with solar, hydro and wind powers. If we invest in developing these clean, unending energy sources, we will in time be able to satisfy much of our demand without using a drop of oil or a lump of coal.

While research and development will take time to show their benefits, there are things we can do now to ameliorate our situation. Building new power plants will start us on the road to providing energy for the near future. Improving our energy infrastructure will deliver what energy we have to homes, businesses and industries in a more efficient manner.

Finally, we must face the reality that energy is wasted. Eliminating this waste will not be easy, but a small sacrifice now will avoid the necessity of even greater sacrifices later. Fellow citizens, by turning your lights out at night, buying energy-efficient appliances and taking public transportation, you can reduce our collective energy need drastically. Every time you turn off a light you will be brightening the light of America's future.

I have confidence in American solutions to America's energy problems. Ingenuity, self-sacrifice and faith in science and the future will deliver us into an era in which we will no longer have to worry about our energy needs.

#### ENERGY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from New York (Mr. GRUCCI) is recognized for 5 minutes.

Mr. GRUCCI. Mr. Speaker, I rise today to address a crucial issue to this country, an issue that many Members have taken to the floor to highlight, an issue that is incredibly important to

not only my district but to the entire Nation. That issue is energy.

America in the year 2001 faces the most serious energy shortage since the 1970s, and the effects are being felt in the homes of all Americans. For years, the White House ignored this crucial matter and did not act. Now, with new leadership, we have a new beginning. We have started a much needed dialogue on a viable new energy policy.

My district, the First Congressional District of New York, is at the east end of Long Island. As we are isolated from many large power sources, I am here to stress the importance of improving the distribution of power. Distribution constraints are resulting in high prices for consumers. Energy is the entity that knows no boundaries and we should work to get power across the Nation safely, efficiently and productively.

My State, New York, has worked successfully with the State of Connecticut in developing environmentally safe delivery alternatives such as a power cable beneath the Long Island Sound. It is with this spirit of collaboration that we can work as a region to remedy this growing problem. In order to move ahead with a feasible energy policy, we must continue to highlight and support the use of renewable energy sources. Such sources as wind, solar and hydroelectric power are crucial to producing clean and environmentally sound energy.

I applaud President Bush and his energy task force for recognizing the need for renewable and alternative sources of energy. The Energy Policy Development Group has suggested tax incentives for electricity generated by renewable energy sources, which is a step in the right direction. We must support these technologies and the research that makes these discoveries possible. As we continue to expend our precious oil, coal and gas reserves, we must be proactive in finding ways to make renewable energy technology affordable, effective and abundant.

While renewable energy is crucial to the future, we must work in the present to find a cleaner and more environmentally friendly way to use conventional fuels. We need to update our decades-old power plants so we can continue to produce affordable energy while protecting the environment for future generations. We must also continue to invest in clean coal technology, allowing us to burn coal cleaner and more efficiently.

Nowhere is the crunch of the energy crisis felt more than at the pump. In some areas of my district, people are paying over \$2 a gallon for gasoline. Hardworking, middle-class American families need relief from high gas prices. By reducing our country's reliance on oil for power needs, we can hopefully see some relief from skyrocketing gas prices.

Mr. Speaker, I urge my colleagues to come to the table and work together in