

is a consensus measure that also incorporates many of the excellent ideas put forth by House Administration Committee Chairman BILL THOMAS in his bill that was unanimously voted out of the House Administration Committee last summer.

In a letter I sent to the Speaker last September, I urged him to take up and pass the similarly bipartisan measure then before the Congress. I urge him again to quickly take up this matter. This bill is an opportunity for us to work together to achieve a type of reform we all agree is both necessary and important, by providing the FEC with the tools and funding to do its job.

#### TRIBUTE TO DYANNE LADINE

### HON. ANNA G. ESHOO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, March 21, 2000*

Ms. ESHOO. Mr. Speaker, I rise today to honor a distinguished American and proud Californian, Dyanne Ladine, on the occasion of her induction into the San Mateo County Women's Hall of Fame.

For more than three decades, Dyanne Ladine has focused her energy and expertise on helping those in our community who have the fewest resources and face the greatest challenges. Her degrees in law, business and religion have made her an effective and resourceful individual. She practiced law for ten years and today is an Assistant Professor of Business at the College of Notre Dame and serves as a part-time staff member for Supervisor Rose Jacobs Gibson.

In 1986, Dyanne Ladine secured a State grant and created "Project Success", which focused on the economic and educational needs of the African-American, Latino and Pacific Islander communities. In 1988, when all but five of the participants had found employment, Dyanne Ladine sold her home in Palo Alto and invested the profit in her principles. She moved to East Palo Alto where she created "Lettuce Work", a culturally diverse community cooperative which has employed fifteen women over a six-year period. In 1990, Dyanne Ladine co-convened "EPA CAN DO", which continues today as a viable and important community organization. She recently organized a two-day event for 100 East Palo Alto Junior High School girls to tour the College of Notre Dame and participate with the student body in sports and discussion.

Dyanne Ladine has frequently been recognized for her extraordinary work. She is proudest about being chosen "Teacher of the Year—1998" by her students and peers. She continues to work on numerous projects aimed at improving the lives of those around her and she is always a voice of wisdom and reason as well as an untiring, passionate crusader for justice.

Dyanne Ladine's life of leadership and community involvement is instructive to us all. Her dedication to the ideals of democracy and public service stands tall and it is fitting that she has been chosen to be inducted into the San Mateo County Women's Hall of Fame. I ask my colleagues, Mr. Speaker, to join me in honoring this great and good woman whom I'm privileged to know and call friend. We are indeed a better county, a better country and a better people because of her.

#### A SPECIAL TRIBUTE TO DEFIANCE COLLEGE ON THE OCCASION OF ITS ONE-HUNDRED FIFTIETH ANNIVERSARY CELEBRATION

### HON. PAUL E. GILLMOR

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, March 21, 2000*

Mr. GILLMOR. Mr. Speaker, I rise today to pay special tribute to an outstanding institution of higher education located in Ohio's Fifth Congressional District. Today, we mark the One Hundred Fiftieth Anniversary of the founding of Defiance College in Defiance, Ohio.

Defiance College is an independent, coeducational institution dedicated to educating today's young people and providing them with a clear understanding of leadership, service, and knowledge. With personal attention and an environment designed to bring out the best in education, Defiance College instills the values of integrity, diversity, and professionalism in its students.

Chartered in 1850, Defiance College continues today as a four-year liberal arts college affiliated with the United Church of Christ. Its forty undergraduate majors and graduate degrees offer students in Northwest Ohio the opportunity to achieve superbly in the classroom while also preparing them to face the challenges of the workplace.

More than one thousand students attend Defiance College with the goals and dreams of learning and understanding more about the world that surrounds them. The faculty and staff at Defiance College work tirelessly to provide a rich academic atmosphere to develop the minds and the character of the student body. Clearly, Defiance College has developed a strong reputation for success in these areas.

Mr. Speaker, education is the foundation upon which the United States rests. Through education, we provide our young people with the tools they need to face the challenges of the future. Defiance College, for one hundred fifty years, has prepared its students to be the leaders of tomorrow. For that, we owe Defiance College our gratitude and congratulations. I would urge my colleagues in the 106th Congress to stand and join me in paying special tribute to Defiance College. May its next one hundred fifty years of service be as successful as its first.

#### THE SURFACE TRANSPORTATION BOARD

### HON. TILLIE K. FOWLER

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, March 21, 2000*

Mrs. FOWLER. Mr. Speaker, the Surface Transportation Board (STB) announced Friday, March 17, 2000, a rulemaking to determine how future rail mergers will be judged. While a longer period of time might have been beneficial, I applaud the Board for taking this appropriate and thoughtful step in response to the concerns voiced by customers, rail employees, Wall Street and communities during its four day hearing on rail industry consolidation.

The Board, recognizing the need for updated merger standards, has moved expeditiously to provide for a much-needed pause in the industry's restructuring to permit these new standards to be developed and applied to all future mergers. The railroads are an important engine in our nation's economy—especially in the 4th District of Florida, which is a center for rail employment and activity. The STB is to be commended in for their action to ensure the industry's continued ability to fulfill that role.

#### LEGISLATION BENEFITS NEBRASKA AIRPORTS

### HON. DOUG BEREUTER

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, March 21, 2000*

Mr. BEREUTER. Mr. Speaker, this Member highly commends the following March 17, 2000, Omaha World-Herald editorial to his colleagues regarding the recently approved, important aviation improvement conference report, also known as AIR21, the Aviation Investment and Reform Act for the 21st century. The editorial acknowledges that it is time for the Aviation Trust Fund to be used solely for airport improvements and maintenance, rather than being considered part of the general budget. This important change will greatly benefit Nebraska airports.

[From the Omaha World-Herald, March 17, 2000]

#### AIR JUSTICE

The U.S. House of Representatives' overwhelming passage of a bill to spend \$40 billion over three years for air-travel improvement is good for airports in general and good for airports in Nebraska and Iowa in particular. It also addresses a point of fundamental fairness.

For years Congress has bottled up money from the Aviation Trust Fund, which takes in about \$10 billion a year in user fees. The central purpose of the fund has been to finance airport improvements and maintenance, and in theory it was earmarked for that. But the money was left unspent as a piece of fiscal sleight-of-hand meant to make federal deficits appear smaller.

For Rep. Bud Shuster, R-Pa., chairman of the House Transportation Committee, it became almost a moral crusade to get the fund separated from the general budget, with its revenues to be used solely for airport projects. After years of impasse, the Senate agreed that, without actually separating the funds, spending on airports each year will equal or exceed the fund's revenues and interest.

That looks like a distinction without a difference, but so be it. That's politics. The cork is out of the bottle. At bottom, this was made possible by two factors: (1) The federal government, at least by some accounting methods, is now running surpluses, not deficits. (2) It's an election year—the House passed the measure by better than 3-to-1.

The legislation also raised the cap on airport-imposed passenger fees, from \$3 to \$4.50. This is mostly to the good, since local airports commonly use them for improvements to benefit those same passengers. For the record, that \$1.50 increase is going to look like \$6 on a lot of airline tickets.

That's because on a round-trip ticket, the fee gets you literally coming and going, and it can be imposed for a maximum of two segments on each flight. Thus, a passenger flying, say from Omaha to Orlando with a stop

in St. Louis and returning could rack up four of those \$1.50 increases. (That's up to the individual airports, but it's hard to imagine many of them forgoing the revenue.)

A dozen airports in Nebraska and Iowa, with Omaha's Eppley Airfield leading the way, will get their federal entitlements doubled over each of the next three years. For Eppley, this means more than \$7 million for construction that wasn't there before—just what is needed by an airport whose passenger boardings are expected to double in the next 11 years.

Some other aspects of the bill are equally welcome.

Of prime concern, modernizing the nation's decrepit air traffic control system will get a substantial boost, nearly \$1 billion per year. In addition, there are provisions to help airlines buy so-called "regional" jets, provided they use them to serve small airports. There are funds to help improve the training of airport security checkpoint personnel, as well as money to put emergency locator devices on smaller jets.

The measure also mandates collision-avoidance systems for cargo planes, adds protections for whistleblowers on safety-related issues, and increases penalties against unruly passengers.

Some critics say that by allowing more flights into some major airports, the bill will increase congestion and compromise safety, but the improved air-traffic handling system should largely address such concerns. And, realistically, it is hard to know how Congress could have put this off much longer in good conscience. By one FAA projection, during the next 11 years the number of large passenger jets needing access to the skies and gate space at airports is expected to grow by half.

It took too long, but justice has been done. In a practical sense, the money in the Aviation Trust Fund has belonged to air passengers all along. At last, they'll see it coming back.

#### INTRODUCTION OF THE FUEL ENERGY AFFORDABILITY AND CONSERVATION ACT

##### HON. JOHN ELIAS BALDACCI

OF MAINE

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, March 21, 2000*

Mr. BALDACCI. Mr. Speaker, I rise today to introduce the Fuel Energy Affordability Act. I am pleased to have nearly two dozen of my colleagues joining me as original co-sponsors of this important legislation. The bill takes a two-pronged approach to address issues that have arisen as our constituents cope with dramatically increasing costs of diesel fuel, heating oil and gasoline.

In recent testimony before the House Subcommittee on Energy and Power, the Director of the Petroleum Division at the Energy Information Administration indicated that U.S. crude oil and gasoline inventories are at alarmingly low levels not seen in decades. In addition, we have seen the prices of these products rise over the last year from about \$12 per barrel to nearly \$34 per barrel in early March.

While there has been some slight moderation in this area, the combination of very high prices and very low inventories has had a severe impact on consumers in the State of Maine and across the nation. You may recall the sharp surge in home heating oil and diesel

prices the Northeast experienced in January. Today, gasoline prices still hover near the \$2.00 per gallon mark in many areas.

When you live in a state where temperatures in January frequently dip below zero, dramatic increases in heating oil prices are a very serious matter. For people on fixed incomes, it presented a life-threatening choice between paying for delivery of heating oil or buying medicine, between heating the house and buying groceries.

Maine's potato farmers have also seen their livelihoods threatened because trucks could not afford to make the trip to northern Maine to get the crop to market. This high price of diesel caused many truckers to stay off the roads, dramatically affecting delivery of goods throughout the country.

Finally, the high cost of gasoline presents a threat to Maine's tourism industry. Maine's natural beauty and scenic attractions bring in more than \$3 Billion of revenues to my state each year. As gas prices creep higher some families are being forced to postpone vacations or stay closer to home. This could have a devastating impact on Maine's economy, and on the more than 12,000 jobs that depend on tourism.

Since the beginning of the year, there have been a number of different options under discussion for dealing with increased fuel prices and low inventories. The Fuel Energy Affordability and Conservation Act which I am offering today seeks to get at the problem from two different angles.

First, my bill will address the problem of major spikes in fuel prices by giving the Secretary of Energy the clear authority to draw down the Strategic Petroleum Reserve when oil and gas prices rise sharply due to anti-competitive activity. This action provides the means by which the Administration can act to lower and stabilize prices, particularly during times of acute need.

Second, my bill will address the issue of consumption by encouraging conservation. It will provide a non-refundable income tax credit of 20% for expenses of up to \$10,000 incurred by the taxpayer for qualified energy efficient improvements to a principal place of residence.

This credit will also apply to small businesses with average gross receipts of up to \$10 million for the term of the credit. The credit would be available for expenditures made between January 1, 2000 and December 31, 2004.

The covered improvements either alone or in combination must improve annual energy performance by at least 30 percent and would include energy efficient building envelope components such as windows, walls, and roofs, and any energy efficient heating, cooling or water heating appliance. Certification of improved energy efficiency could be made by the contractor who made or installed the improvements, a local building regulatory authority, or a qualified energy consultant.

With continued price volatility expected through the summer, and possibly into the fall, we must take steps now to mitigate the impact this could have on the economy, commerce, tourism, and the states we represent. While this legislation does not have all the answers, I believe that it takes a good step forward. I urge my colleagues to join me in supporting this legislation.

#### 44TH ANNIVERSARY OF TUNISIAN INDEPENDENCE

##### HON. BENJAMIN A. GILMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, March 21, 2000*

Mr. GILMAN. Mr. Speaker, I rise to take this opportunity to inform my colleagues of the 44th anniversary of Tunisia's independence which occurred on Monday, March 20, 2000. I invite my colleagues to join in extending our congratulations to the leaders and people of this important ally. The Republic of Tunisia has been and continues to be a model of economic growth, while keeping Islamic fundamentalism at bay. Moreover, Tunisia has been at the forefront of normalization with Israel as the Middle East peace process progresses.

Tunisia has taken advantage of foreign aid better than any other nation in the world. The World Bank considers Tunisia to be one of its premier "success stories." With a per capita income of over \$2,000 (very high for a developing country without significant mineral resources), Tunisia boasts that over 60 percent of its population can be designated as "middle class". The latest bilateral cooperative effort is the U.S.-Magreb Economic Partnership, which is designed to strengthen our bilateral economic ties. And ever conscious of security concerns, our U.S.-Tunisia military relationship has strengthened as well.

Mr. Speaker, the Republic of Tunisia has made very significant strides over the years. As Tunisians celebrate this 44th anniversary of their nation's independence, we join in celebrating with them and honoring Tunisia's many achievements.

#### A TRIBUTE TO GERRY AND DORIS POPE

##### HON. JERRY LEWIS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, March 21, 2000*

Mr. LEWIS of California. Mr. Speaker, I rise today in tribute to Gerry Pope, retiring Executive Director of the California Marine Affairs and Navigation Conference (C-MANC) and his wife Doris.

To all of us in the California Congressional Delegation, the 38 federally sponsored ports and harbors in California are emblematic of why the State is today the seventh largest economy in the world.

For almost a decade now, Gerry and Doris have worked as a team as the full time administrators of this statewide association. They have aptly managed C-MANC's affairs so that today, California's maritime and marine infrastructure is a symbol of how to enable both domestic economic expansion and international trade development through strong ports and harbors.

Mr. Speaker, I am sure all of the members of our State's delegation join me in paying tribute to the work Gerry and Doris Pope have done to ensure the California maintains its prominent position in the Pacific Rim. All of our congressional districts on the coast and inland throughout the State benefit from California's ports. We thank the dedication of these