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No. 52

## House of Representatives

The House met at 12:30 p.m. and was called to order by the Speaker pro tempore (Mrs. BIGGERT).

### DESIGNATION OF SPEAKER PRO TEMPORE

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

WASHINGTON, DC,  
May 2, 2000.

I hereby appoint the Honorable JUDY BIGGERT to act as Speaker pro tempore on this day.

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

### MESSAGE FROM THE SENATE

A message from the Senate by Mr. Lundregan, one of its clerks, 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. 150. An act to authorize the Secretary of Agriculture to convey National Forest System lands for use for educational purposes, and for other purposes.

H.R. 834. An act to extend the authorization for the National Historic Preservation Fund, and for other purposes.

H.R. 1444. An act to authorize the Secretary of the Interior to plan, design, and construct fish screens, fish passage devices, and related features to mitigate adverse impacts associated with irrigation system water diversions by local governmental entities in the States of Oregon, Washington, Montana, Idaho, and California.

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

S. 397. An act to authorize the Secretary of Energy to establish a multiagency program to alleviate the problems caused by rapid economic development along the United States-Mexico border, particularly those associated with public health and environmental security, to support the Materials Corridor Partnership Initiative, and to pro-

mote energy efficient, environmentally sound economic development along that border through the development and use of new technology, particularly hazardous waste and materials technology.

S. 408. An act to direct the Secretary of the Interior to convey a former Bureau of Land Management administrative site to the city of Carson City, Nevada, for use as a senior center.

S. 503. An act designating certain land in the San Isabel National Forest in the State of Colorado as the "Spanish Peaks Wilderness".

S. 1167. An act to amend the Pacific Northwest Electric Power Planning and Conservation Act to provide for expanding the scope of the Independent Scientific Review Panel.

S. 1218. An act to direct the Secretary of the Interior to issue to the Landusky School District, without consideration, a patent for the surface and mineral estates of certain lots, and for other purposes.

S. 1627. An act to extend the authority of the Nuclear Regulatory Commission to collect fees through 2005, and for other purposes.

S. 1629. An act to provide for the exchange of certain land in the State of Oregon.

S. 1694. An act to direct the Secretary of the Interior to conduct a study on the reclamation and reuse of water and wastewater in the State of Hawaii.

S. 1705. An act to direct the Secretary of the Interior to enter into land exchanges to acquire from the private owner and to convey to the State of Idaho approximately 1,240 acres of land near the City of Rocks National Reserve, Idaho, and for other purposes.

S. 1727. An act to authorize funding for the expansion annex of the historic Palace of the Governors, a public history museum located, and relating to the history of Hispanic and Native American culture, in the Southwest and for other purposes.

S. 1778. An act to provide for equal exchanges of land around the Cascade Reservoir.

S. 1797. An act to provide for a land conveyance to the city of Craig, Alaska, and for other purposes.

S. 1836. An act to extend the deadline for commencement of construction of a hydroelectric project in the State of Alabama.

S. 1849. An act to designate segments and tributaries of White Clay Creek, Delaware and Pennsylvania, as a component of the National Wild and Scenic Rivers System.

S. 1892. An act to authorize the acquisition of the Valles Caldera, to provide for an effective land and wildlife management program for this resource within the Department of Agriculture, and for other purposes.

S. 1910. An act to amend the Act establishing Women's Rights National Historical Park to permit the Secretary of the Interior to acquire title in fee simple to the Hunt House located in Waterloo, New York.

S. 1946. An act to amend the National Environmental Education Act to redesignate that Act as the "John H. Chafee Environmental Education Act", to establish the John H. Chafee Memorial Fellowship Program, to extend the programs under that Act, and for other purposes.

The message also announced that pursuant to Public Law 106-170, the Chair, on behalf of the Democratic Leader, after consultation with the Ranking Member of the Senate Committee on Finance, announces the appointment of the following individuals to serve as members of the Ticket to Work and Work Incentives Advisory Panel—

Dr. Richard V. Burkhauser, of New York, for a term of two years; and

Ms. Christine M. Griffin, of Massachusetts, for a term of four years.

The message also announced that pursuant to Public Law 106-170, the Chair, on behalf of the Majority Leader, after consultation with the Chairman of the Senate Committee on Finance, announces the appointment of the following individuals to serve as members of the Ticket to Work and Work Incentives Advisory Panel—

Larry D. Henderson, of Delaware, for a term of two years; and

Stephanie Smith Lee, of Virginia, for a term of four years.

### MORNING HOUR DEBATES

The SPEAKER pro tempore. Pursuant to the order of the House of January 19, 1999, the Chair will now recognize Members from lists submitted by the majority and minority leaders for

This symbol represents the time of day during the House proceedings, e.g., 1407 is 2:07 p.m.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.



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morning hour debates. The Chair will alternate recognition between the parties, with each party limited to not to exceed 30 minutes, and each Member, except the majority leader, the minority leader, or the minority whip, limited to not to exceed 5 minutes.

The Chair recognizes the gentleman from Ohio (Mr. BLUMENAUER) for 5 minutes.

#### LIVABLE COMMUNITIES

Mr. BLUMENAUER. Madam Speaker, my goal in Congress has been the promotion of livable communities, the Federal Government being a better partner with State and local governments than the private sector. In order to make our families safe, healthy, and economically secure transportation is clearly a central element of those deliberations and the bicycle is getting increasing attention as an indicator of livable communities.

At the turn of the century, bicycling was a critical mode of transportation. It was cheaper than a horse. It was faster than walking, and it was more convenient for most than street cars. The demand for new and safe bicycle routes led to a national "good roads" movement; a successful cyclist who led lobbying of Congress won a \$10,000 grant to study the possibility of a paved highway system.

It is with some irony that this quest for quality biking led us down the path that ultimately led to the interstate freeway system; and now 100 years, we have come full circle, because the quest for relief from traffic congestion of automobiles is now having people look more attentively at the possibilities of cycling.

Americans still view biking as a very favorable mode of transportation. A study by the New York Department of Transportation showed that in communities with bike lanes and bike parking over 50 percent of the people living within 5 to 10 miles from work would, in fact, commute by bicycle.

Yet Americans are driving nearly 2½ trillion miles a year; they are spending the equivalent of over 50 workdays per year trapped behind the wheel of their car just going to and from work. Every day the average American adult drives close to 40 miles and spends over an hour in their car.

When considering traffic and parking, 40 percent of our trips would be faster on a bike. I certainly found that to be the case, since in the 4 years that I have been on Capitol Hill being able to routinely beat my colleagues in trips to the White House and back on a bike rather than a car.

Increasingly, communities are working to reintegrate cycling back into their transportation systems. Chicago; Philadelphia; Eugene, Oregon; Davis, California; Rockville, Maryland; Washington, D.C. are all actively promoting a more bicycle-friendly transportation system. My own hometown of Portland, Oregon, has been declared twice

in the last 5 years as America's most bike-friendly community.

These pro-bike efforts in cities around the country, this progress is due, in no small part, to the national leadership provided by the gentleman from Minnesota (Mr. OBERSTAR).

He was the champion of funding for bike paths in the 1991 ISTEA legislation and the T21 legislation last year for the surface transportation reauthorization. He continues to promote bike-friendly legislation as a ranking member of the Committee on Transportation and Infrastructure.

Madam Speaker, I am especially proud of his membership in our bipartisan Bike Caucus, perhaps the most avid cyclist in American public office. These pro-bike efforts across the country are not asking everyone to trade in their car for a bicycle, but instead to encourage small but meaningful changes in our everyday transportation decisions and to expand the choices available to Americans.

Biking, walking, or taking transit just a few short trips a week to school, to work, to the grocery store, other nearby errands can have a profound effect on the quality of life.

It is estimated that a 4-mile round trip that we do not take by car prevents nearly 15 pounds of air pollutant from contaminating the air; and in a time of skyrocketing gasoline prices and questions about availability of oil, it is important to note that biking to work just 2 days a week or telecommuting or transit by American workers just 2 days a week would completely eliminate our dependence on oil imports.

May is National Bike Safety Month, and in honor of this occasion and National Bike to Work Day, the Congressional Bicycle Caucus will be riding from Capitol Hill to Freedom Plaza this Friday, May 5. We are urging Members and staff to join us at 7:45 on the west side of Capitol Hill for this ride.

Madam Speaker, in addition, we urge people now to earn their pin and join the Bicycle Caucus.

#### CELEBRATING OUR ENVIRONMENTAL SUCCESSES

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

Mr. STEARNS. Madam Speaker, it is estimated that 500 million people around the world participated in Earth Day on April 22 this year. We should consider how the environment has changed since the first Earth Day was celebrated in 1970.

Although a celebration, Earth Day 1970 generated a large amount of dire predictions for the future. I think we should take a moment to look back at those. One Harvard biologist declared "we are in an environmental crisis which threatens the survival of this Nation and of the world as a suitable place for human habitation."

Another common premonition of devastation centered on population growth. Environmental doomsayers in 1970 estimated that the world population would exceed 7 billion people by the year 2000, prompting one Stanford biologist to state, "At least 100 to 200 million people per year will be starving to death during the next 10 years."

This picture of widespread starvation has not materialized, nor has the population projections. Instead of more than 7 billion people on the earth today, we have roughly just 6 billion.

Just as in 2000, environmentalists in 1970 saw a growing environmental catastrophe in the form of climate change. Unlike today, 30 years ago the alarm was sounded over global cooling. They talked about another ice age was in the works.

One ecologist, Kenneth Watt, proclaimed that, "The world will be about 4 degrees colder . . . in 1990, but 11 degrees colder in the year 2000. This is about twice what it would take to put us into an ice age."

Now, frankly, there are no ice sheets spreading across this continent; the threat of global cooling dissolved into the sea of misinformation. However, how can we rage against climatic change if the world is not getting colder? It, therefore, must be becoming warmer.

Evidence indicates that the world's average temperature has increased by 1 degree over the past 100 years. However, data from global satellites indicate that the earth actually has cooled by less than one-tenth of one degree Celsius over the past 18 years. The warnings of serious global warming today have as little basis in fact as those for global cooling 30 years ago.

Now, doomsayers in 1970 also warned of poisonous air ravaging the populations in our major cities. In that year, Life Magazine said, "In a decade, urban dwellers will have to wear gas masks to survive air pollution." The same scientist that predicted that starvation would kill "at least 100 to 200 million people per year" also opined 3 decades ago that air pollution would take "hundreds of thousands of lives in the next few years."

How is our air quality now? The Environmental Protection Agency reports that between 1970 and 1997, emission of every major pollutant except nitrogen dioxide has decreased. From 1988 to 1997, the number of unhealthy air quality days decreased by an average of two-thirds for every major city in the United States of America.

The first Earth Day in 1970 was observed against a backdrop of dire environmental predictions. Unfortunately, Earth Day 2000 was accompanied with similar predictions of environmental calamities. Instead of providing a platform for the harbingers of ecological destruction, we should use Earth Day, I think, to acknowledge the progress we have made.

The environment is better today than it was 10 years ago and better