

and years of hard work. Dr. James Shuart exemplifies how one person can make a difference, one person can change a community.

We are lucky to have Dr. James Shuart in Nassau County.

A TRIBUTE TO DAVID H.
TANTLEFF

HON. NITA M. LOWEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 7, 2001

Mrs. LOWEY. Mr. Speaker, I rise today in tribute to David H. Tantleff, who will be honored on Wednesday, June 6, by the Westchester Jewish Conference. Mr. Tantleff has demonstrated a tremendous commitment to his local community, and especially to his synagogue, Congregation Anshe Sholom in New Rochelle, NY.

Since receiving his B.A. from Brooklyn College in history and political science, and M.A. degrees in Secondary Education and Political Science from Long Island University and the New School for Social Research, Mr. Tantleff has taught in New York City's public school system.

On top of his over 30-year commitment to his teaching career. Mr. Tantleff has performed extraordinary service for the Jewish Community, sitting on the boards of directors of two synagogues, organizing services and holiday celebrations, sounding the shofar on the high holidays, serving as cantor every week, and planning educational and religious workshops. Just recently, Mr. Tantleff arranged for Rabbi Ely J. Rosenzweig of Congregation Anshe Sholom to deliver the opening prayer here on the floor of the House of Representatives, accompanied by an enthusiastic group from his congregation.

Mr. Tantleff's commitment to his community is rivaled only by his love and dedication to his two children, Adam and Debra. We all look forward to their futures, as they will surely follow in their father's footsteps and prove to be outstanding citizens. It is my privilege to congratulate David Tantleff on this special occasion.

A TRIBUTE TO REV. DR. HAROLD
G.S. KING SENIOR MINISTER OF
WAYZATA COMMUNITY CHURCH
FOR 20 YEARS—A GREAT MIN-
NESOTAN AND DISTINGUISHED
MINISTER

HON. JIM RAMSTAD

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 7, 2001

Mr. RAMSTAD. Mr. Speaker, I rise to pay tribute to a great Minnesotan who has devoted his life to ministering to others and has made a huge difference in the lives of the people of our Wayzata, Minnesota community.

The Rev. Dr. Harold G. S. King, Senior Minister Emeritus of Wayzata Community Church, is one of our nation's best and brightest theologians and religious leaders. Dr. King is truly deserving of special recognition. On Sunday, the members of Wayzata Community Church and Dr. King's many friends and sup-

porters will celebrate the life accomplishments of this great servant leader with a special ceremony reflecting his distinguished career.

Mr. Speaker, when Dr. King retired, he described his role in the life of the church as that of a "general practitioner." Of course, Dr. King was much more than that, but his great humility and commitment to service are captured perfectly in that simple title. Dr. King's greatness was reflected in all three major areas of a minister's work: pastoral, teaching and leadership.

A graduate of Harvard Divinity School, Dr. King served as Senior Minister of Wayzata Community Church from 1957 to 1977. He served only two churches during his four decades in the ministry which, in itself, is a true distinction among clergy.

A real visionary, Dr. King's long-range planning for Wayzata Community Church made it fertile ground for the tremendous explosion in membership, teaching and outreach programs that marked his two decades with the church. Mission Festival, Koinonia groups and the Advent Workshop were all initiated by Dr. King.

Under Dr. King's leadership, membership and church staff doubled. Educational offerings for all ages boomed. Ecumenicism blossomed with other area churches, and pioneering efforts were launched to help people in need.

The church spire that is a landmark in the Wayzata community was just the tip of Dr. King's inspiring building efforts, which included expanded church school space, the Wakefield Chapel, the Witcher Colonnade, and the Shirley King Parlor which is appropriately named after his late wife.

Dr. King's building efforts with bricks and mortar were only exceeded by his building efforts with the human spirit. Dr. King has comforted all of us fortunate enough to have been members of his flock. His compassion and wise counsel have steered many of us safely along the rocky shores of tragedy and loss. It's difficult to find the words to adequately describe my appreciation for all Dr. King has done for all the members of our congregation and community.

Dr. King was known to us in the congregation as the "Great Encourager." He is deeply sensitive to other people and their hearts and minds, and he has a special ability to relate to other on an intimate basis. We also know Dr. King as the "Hugging Minister." He distributes his hugs without hesitation and they do a world of good!

In addition, we celebrate and appreciate the ministry of Dr. King because he made his sermons relevant and memorable. He talked about what was going on in real people's lives. Judiciously employing humor and scripture, Dr. King's messages eloquently and profoundly delivered the word of God.

Mr. Speaker, Dr. King continues to be a guiding light in so many ways, just as his family has been a beacon in our church for three generations. Dr. King's father was a minister and college president, and his son is also a minister in the United Church of Christ. In addition, Dr. King's wonderful wife and partner, Estelle, has been an active member and lay leader in our church for many years.

Jake Beard, a good friend and a noted historian in our community, once asked Dr. King what he would say if he had to write a note for future generations. Dr. King responded: "God works for good with those who love him."

Mr. Speaker, our church family and our community love Dr. Harold King and we thank him from the bottom of our hearts for working with all of us for good through God.

Thank you, Dr. King, and may God bless you and Estelle and your family, just as your life continues to be a blessing for all of us.

CALIFORNIA'S RUINOUS
DEREGULATION CAPER

HON. NORMAN D. DICKS

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 7, 2001

Mr. DICKS. Mr. Speaker, as the West Coast continues to struggle with its energy crisis, threatening the economy of the Pacific Northwest this year as well as the rest of the nation, I believe it is instructional for Members of Congress to review the problems encountered during the California deregulation effort in order to put the crisis situation into the proper perspective. A recent article in the northwest energy journal, *Clearing Up*, presented the issues in a clear and thoughtful manner, and I would like to take the time to share this viewpoint with my colleagues today. The article was co-authored by Stewart L. Udall, who served as Secretary of the Interior as well as Administrator of the Bonneville Power Administration, and Mr. Charles F. Luce, who was undersecretary of the Interior Department and later Chairman of New York City's ConEdison Electric Utility. It presents a sobering review of the mistakes that were made as California implemented its version of electric power deregulation, and I am pleased to submit this article for Members to read.

CALIFORNIA'S RUINOUS DEREGULATION CAPER

(By Stewart L. Udall and Charles F. Luce)

California's ill-conceived experiment in deregulating the generation of electricity has been an economic disaster for the Golden State. This fiasco has burdened its two biggest utilities with a \$12 billion debt and left them teetering on the precipice of bankruptcy. It has inflicted heavy losses on businesses and agriculture that are dynamos of the state's economy, and confronts homeowners with the prospect that, for years to come, they will have to pay higher prices for their electricity.

The near-term outlook is bleak. Not only do summer blackouts in California appear inevitable, but that state's crisis is spilling over into four Pacific Northwest states (Oregon, Washington, Idaho and Montana) that are linked to California by a giant transmission system. Energy shortages in the Pacific Northwest will be worsened because last fall, despite drought conditions in the Rocky Mountain headwaters of the Columbia River, the Secretary of Energy sacrificed Columbia River hydropower reserves when he forced Bonneville Power to draw down its reservoirs to help California avoid further blackouts.

Having led a West Coast-wide effort in the 1960s to build the Pacific Coast Intertie (PCI) that ties together electrically California and the Pacific Northwest states—and gave them the most versatile and efficient electric power system in the whole country—we are shocked and saddened to find these states in the grip of a full-blown energy crisis.

The PCI, built in the 1960s and since enlarged, links the hydroelectric generators of the Columbia, the greatest power river in North America, with the steam-power generators that provide the bulk of California's

electricity. PCI consists of three EHV 500,000 kv alternating current lines and one EHV 1,100,000 kv direct current line. The pioneering direct current line, stretching from The Dalles, Oregon, to Los Angeles, is one of the largest and highest capacity d.c. lines in the world. Altogether, the PCI has the capacity to move up to 7,500,000 kw of power between the Pacific Northwest and the length of California.

Over the past 30 years, the PCI has been a bulwark that helped keep electric prices low and increased reliability of electric service in both regions. The economic and environmental benefits flowing from the PCI have been enormous.

Initially, the PCI made possible Canada's ratification of the U.S.—Canadian Columbia River Treaty after negotiations had been stalled for more than ten years. It did so by opening California's markets for British Columbia's 50% (1400 mw) share of Columbia River Treaty power generated at downstream U.S. dams. California obtained a block of low-cost non-polluting Canadian power, and the Pacific Northwest received valuable flood control protection from Canadian storage dams as well as its 1400 mw share of Treaty power.

The PCI has continued to benefit both California and the Northwest in many ways: exchanges of Northwest day-time excess hydro capacity for California's night-time excess energy; sale of surplus Northwest energy to California when Columbia River flows peak in spring and summer; sales of California wintertime surplus energy to firm up Northwest hydro; and emergency back-up service for both regions when disaster strikes. In the first ten years of its operation, the PCI, in addition to other benefits, saved almost \$1 billion in fuel oil that California's utilities did not have because they could substitute surplus Northwest hydro-power that otherwise would have washed to the sea. Considering the benefits from fuel displacement, and other benefits that can reasonably be anticipated over the 50 year life of the lines it will on average repay its initial entire capital cost of \$600 million for each of the fifty years.

Until California's deregulation power and energy moved over the PCI at prices regulated directly and indirectly by federal and state governments. Now, with deregulation, many intertie sales have no cap. California, desperate to keep its lights on, is bidding up the price of electricity in all the western states and Canada. Instead of being a boon to consumers of both regions, the PCI, because of deregulation, has become a key factor in pushing the price of Northwest wholesale electricity to the highest levels in more than 70 years. California's deregulated wholesale electric energy prices are siphoning power needed by the Northwest, causing double-digit rate increases to Northwest consumers, closures of electro-process plants, reduction of irrigated farming, and excess draw-down of Columbia reservoirs that portends summer power shortages and threatens Columbia River salmon runs.

We believe the chaos caused by California's deregulation experiment raises profound questions about the future of the electric power industry. It should force policymakers to study the track record of our nation's traditional electric power system. How did this seminal industry serve the needs of our nation during the last century? Has it, overall, provided reliable, low-cost electricity for its customers? Or is it stodgy and outdated, a relic that is impeding the advent of an era of low-cost electricity that will confer widespread economic benefits for one and all?

The panacea posed by the deregulators was a brainchild of "experts" and consumer activists who, we believe, did not sufficiently

consider the eminently successful history of this all-important business. It is our view that the deregulators made a grievous mistake when they based their hasty "reforms" on an assumption that the time-tested, existing system could be dismantled overnight and replaced with a free market substitute that in theory would benefit all Americans.

Any analysis of this issue must begin with a recognition that the electric power industry is the most important industry in the country. Unlike any other enterprise, it affects the everyday lives and lifestyles of almost every citizen, and provides the primary, irreplaceable source of energy for America's businesses.

Once it was apparent to the public that Thomas Edison's inventions offered precious, wide-ranging benefits to householders and businesses alike, a consensus developed that insofar as possible, the price of electricity should be reasonable and it should be universally available. (This promise was not fulfilled until the New Deal era when, through the Rural Electric Administration, the national government made it a priority to bring power to the country's farms, ranches and small towns.)

The initial consensus soon enlarged into a pragmatic concept that the surest way to keep costs reasonable and fulfill aims of social equity was (a) to give local electric companies an exclusive franchise, and (b) to pass laws establishing state and federal regulatory agencies with authority to control prices, scrutinize profits, and oversee the decisions made by these companies to carry out their responsibilities to their customers.

As part of this service system that emerged, heavy burdens were imposed on the power companies. In return for their exclusive franchises, they assumed the legal obligation of "public utility responsibility." They were required to operate efficiently and to respond with dispatch to the needs and demands of the individual customers and communities they served. They were likewise required to anticipate the growth needs of their service area and to make whatever investments were necessary to be prepared to take care of seasonal and daily "peak loads."

Such a rigorous regulatory regimen determined that the electric power industry would concentrate on reliability and be cautious and, above all, oriented to public service. Close supervision meant that this enterprise was governed by standards and expectations that did not apply to other businesses. For example, although its executives bore heavy community responsibilities, rewards were conservative: there were no handsome bonuses and few stock options because the system did not allow windfall profits or create banner years when profits doubled or tripled. Indeed, the economic culture of power utilities was reflected in the circumstance that the prices of their stocks were steady and their stocks were usually purchased by thrifty folk attracted by a tradition of reliable, annual dividend payments.

Because they had public franchises, electric companies were confronted with performance standards few other industries had to deal with. Electricity was so vital that utilities were expected to be pillars who, in important ways, carried their communities on their shoulders. With reliability as the touchstone of their daily existence, companies can never relax: the only failures the public might condone involve outages or disruptions caused by supposed acts of God—and even then, criticism mounts if the response of emergency repair crews is not prompt and efficient.

Implicit in deregulation, the local utility no longer would have "public utility responsibility." In fact, no one would have utility

responsibility. In its place, the "invisible hand of the market place" presumably would assure a plentiful supply of electricity at fair and reasonable prices. The profit motive, it was assumed, would induce independent generators to foresee the future demand for electricity and build the power plants needed to supply that demand at reduced electric rates—very risky assumptions.

In the context of the California fiasco, Dr. Alfred Kahn, an authority on U.S. business deregulation, recently put the sui generis aspect of electric service in perspective when he referred to the "uniqueness of power markets." The trouble with the theory that free-market competition might, in the long run, deliver cheaper power to customers is, as we have just seen in California, that such markets are inherently volatile and people and businesses require uninterrupted access to electricity.

Even if benefits expected from deregulation are eventually achieved, they may be unevenly distributed and may carry heavy baggage. Independent generators almost certainly will negotiate more favorable contracts with large customers who will have superior bargaining power. The small customer, the ordinary householder, will pay for the discounts granted the large customers.

Independent generating companies will lack incentive to provide energy conservation (let alone finance conservation as some utilities now do); their profits increase as sales increase. Nor can they be expected to invest in community-building organizations and projects now supported by local utilities. Relatively few independent generators may serve a particular market; the fear of politically imposed "price caps" (i.e. re-regulation) may scare others away. If that be the case, price competition may be less than vigorous, and the few independent generators that serve the market may be tempted to increase prices by delaying construction of new plants and by scheduling maintenance outages to stimulate price increases. Further, they will be tempted to build new units that are the least expensive and quickest to build—ignoring the public interest in assuring diversity of technology and fuels. Already in California where virtually all new power plant construction will be gas-fired turbines, there is serious concern that supplies of natural gas will not be sufficient either for these plants or for the rest of California's economy.

It is significant that Los Angeles, whose municipally-owned electric utility was exempted from deregulation, has not been damaged by the deregulation rampage in California. It is of far greater significance that today, U.S. regulated power companies provide overall service whose prices and reliability provide an example envied by the rest of the world.

Decision-makers also should bear in mind the possibility that technology may make unnecessary the drastic deregulation of the type California has found so disastrous. Fuel cells that convert hydrogen to electricity without any pollution, and that can be built in small modules, appear to be close to commercial viability. Small gas turbines are also said to be coming on the market. Solar and wind technology may become attractive for small as well as large applications. These and possibly other new technologies hold promise of giving consumers, large and small, choices of installing their own on-site generation. Without unnecessarily disrupting the traditional organization of the utility industry, self-generation and the competitive threat of self-generation, could give electric utilities competition that would achieve the benefits claimed for deregulation.

Experience cries out that it would be wise for the nation to pause and ponder all alternatives before further deregulation experiments are undertaken.

INTRODUCTION OF AN ACT TO END
GRIDLOCK AT OUR NATION'S
CRITICAL AIRPORTS

HON. WILLIAM O. LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 7, 2001

Mr. LIPINSKI. Mr. Speaker, recently, there has been much said and written about the possibility of new runways at Chicago's O'Hare International Airport. Some might think new runways are a new idea. They are not.

In fact, in 1991, the Chicago Delay Task Force, which was composed of representatives from Chicago's Department of Aviation, the Federal Aviation Administration (FAA), air traffic control, and airport users, recommended that new runways be added to O'Hare in order to reduce delays and improve efficiency. The final report of the Chicago Delay Task Force reads that new O'Hare runways "represent the greatest opportunity to reduce delays in Chicago, particularly during bad weather conditions." Unfortunately, this recommendation was ignored because the governor at the time was opposed to new runways at O'Hare. (Fortunately, most of the other physical and technical improvements that the Task Force recommended were implemented and, as a result, delays at O'Hare decreased by 40 percent between 1988 and 1998.)

Fast-forward a decade to 2001. Delays are once again on the rise at O'Hare. In fact, according to the FAA, O'Hare was ranked the third most delayed airport in the country in 2000 with slightly more than 6 percent of all flights delayed more than 15 minutes. Once again, a Chicago Delay Task Force has been convened and representative from the Department of Aviation, The FAA, and the airport users will study O'Hare Airport to determine what can be done to most effectively reduce delays.

No one will be surprised when the Task Force determines—once again—that adding runways are the most effective way to reduce delays. This is a well-known fact. Mitre, NASA, and other technical organizations have reviewed all of the capacity enhancing technologies and procedures that are in development and have concluded that the cumulative effect of implementing all of these technologies would increase capacity only by roughly 5 to 15 percent. In contrast, building new runways at capacity constrained airports increases capacity by 40 to 50 percent. Additional runways—at O'Hare and throughout the nation—are the answer to the congestion problem plaguing our national aviation system.

Additional runways are especially critical at O'Hare Airport. Chicago is, and always has been, the nation's transportation hub. O'Hare is a domestic and international hub that serves not only Chicago passengers but also passengers that pass through Chicago on their way to destinations across the United States and across the globe. O'Hare is the lynchpin of our national aviation system. Therefore, the congestion and delays that plague O'Hare also plague the rest of our national aviation

system. Delays at O'Hare ripple throughout the system, earning O'Hare the undesirable designation as a "chokepoint" in our national aviation system. If O'Hare remains a chokepoint, it threatens the reliability and efficiency of the entire United States aviation system.

The fate of new runways at O'Hare rests with George Ryan, the Governor of Illinois. A small provision tucked away in Illinois law effectively gives the Governor the ability to approve or deny development at O'Hare Airport. Unfortunately, despite Governor Ryan's exemplary record in terms of transportation investment, the Governor is politically hamstrung in what he can do regarding additional runways at O'Hare.

As the U.S. Representative for residents living near Midway Airport, I know that quality-of-life issues in communities surrounding airports are very important. The City of Chicago Department of Aviation has been quick to address these important quality-of-life issues. In fact, the City of Chicago has spent over \$30 million dollars at O'Hare alone on noise mitigation efforts, such as installing a \$4 million state-of-the-art noise monitoring system, constructing a \$3.2 million hush-house on the airfield, and soundproofing 75 schools and 3,934 homes for a total cost of \$309 million. The City of Chicago has been mentioned as a model for the nation for its noise mitigation efforts.

Yet, despite these mitigation efforts, some of the airport's neighbors still seek to constrain the growth of O'Hare. Unfortunately, this group has the attention of their local political leaders in the state legislature as well as the Governor. Governor Ryan has offered to review plans for new runways but local politics, I believe, prevent the Governor from ever seriously considering new runways at O'Hare.

For months, I have been working quietly behind the scenes with all of the major parties involved in moving new runways at O'Hare forward. It is clear that local politics will prevent new runways from being added at O'Hare. Of course, local concerns must be addressed. But, a powerful few cannot continue to derail future development of O'Hare International Airport, the heart and soul of our national aviation system. Therefore, a national solution is needed.

For this reason, I am introducing legislation today that, by preempting certain state laws, will elevate the decision to build new runways at O'Hare to the federal level. O'Hare needs new runways to remain a viable and competitive airport. Nothing is going to change at O'Hare unless the federal government gets involved. The federal government recognizes the importance and necessity of new runways at O'Hare and is ready to act to make them a reality. An Act to End Gridlock at Our Nation's Critical Airports allows the federal government to do just that. I urge my colleagues to support this vital legislation.

TRIBUTE TO DAVID K. WINTER

HON. ROY BLUNT

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 7, 2001

Mr. BLUNT. Mr. Speaker, I want to congratulate one of my former colleagues, Dr.

David K. Winter, on his retirement after twenty-five years as President of Westmont College, a Christian liberal arts college located in Santa Barbara, California. He has overseen the growth of the Westmont student body to its present level of 1,200 students, and has put the college on a much firmer financial footing than when he arrived on campus. Prior to coming to Westmont, he serves as Academic Vice President and then Executive Vice President at Whitworth College (WA). He also served on the faculty at Wheaton College (IL) and Calvin College (MI). He received his Ph.D in Anthropology and Sociology from Michigan State University.

Among many other accomplishments, Dr. Winter served for nine years with the Western Association of School and Colleges, and in June 2000, he completes a term as Director of the Council of Higher Education Accreditation, based on Washington, D.C. He has been named as one of the most effective college leaders in the United States, and in 1991, he was a recipient of the President Leadership Awards and Grants given nationally by the Knight Foundation. President Winter has also been a leader in the Council of Christian Colleges and Universities, a Washington-based group of over 100 U.S. schools with more than 50 affiliates in 17 countries.

He is and I am sure will remain active in many local organizations in Santa Barbara. In 1998, the Santa Barbara News Press honored him with its Lifetime Achievement Award, and in 1999, the John Templeton Foundation selected him as one of 50 college presidents who have exercised leadership in character development.

But most important of all, David Winter's real impact cannot be measured by awards and titles. His real impact has been on the thousands of students who have attended Westmont in the last twenty-five years. He has spearheaded the effort on the part of the entire Westmont Community to provide a thorough liberal arts education with a Christian foundation. His leadership and firm faith have led Westmont into the 21st Century as the Westmont community continues to turn out young people who are committed to being good citizens of the United States and the world. I want to wish David and his wife and partner in leading Westmont, Helene, the best as they enter this new phase of their life together.

TRIBUTE TO SAN FRANCISCO
POLICE CHIEF, THOMAS CAHILL

HON. NANCY PELOSI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 7, 2001

Ms. PELOSI. Mr. Speaker, I rise to pay tribute to the life and work of San Francisco Police Chief Thomas Cahill as he celebrates his 90th birthday today, June 8, 2001. The residents of San Francisco owe him great thanks for his visionary leadership and tireless service.

Mr. Cahill has spent a lifetime defending the streets and people of San Francisco, but his journey did not begin there. On February 2, 1930, at the age of 16, Mr. Cahill said goodbye to his native Ireland. Mr. Cahill did not immediately begin his life in San Francisco fighting crime. He credits his first job as an ice