

more roads to address these challenges, especially in urban areas, we must look at new ways to improve the overall system, to make it safer and more efficient, and to ensure that the system meets future needs.

Fundamental improvements to the entire transportation system depend on high quality surface transportation research. Research can provide the proper tools and information needed to drive solutions. The last time Congress fully examined our Nation's transportation policy was through the debate and passage of the Transportation Equity Act for the 21st Century (better known as TEA-21). While Congress increased funding for overall transportation programs by upwards of 40 percent, funding for transportation research remained relatively flat. I think that lack of investment in research has hurt our ability to meet new challenges. However, simply providing more money for research will not solve our problems. Increased funding must be accompanied by some reforms of the existing research programs.

As Chairman of the House Science Subcommittee on Environment, Technology and Standards, which shares jurisdiction over surface transportation research with the Transportation and Infrastructure Committee, I held a hearing earlier this year to hear from experts on the state of the Federal Government's current surface transportation research program. In addition, we heard from a wide array of interests on how to improve and reform the research program, and the levels at which research should be funded. Based on this input, I am proud to introduce the Surface Transportation Research and Development Act of 2003.

This legislation has three overarching goals: to increase stakeholder input to ensure that the folks who must implement and use the research agree that it is worthwhile and transferable into practice; to create the highest quality research through increased competition and peer-review of all projects; and to ensure greater accountability so that our research supports the goals of our surface transportation system.

More specifically, the bill:

Creates and funds an important research program run by the National Academy of Sciences to address short to medium-term research needs. Research will focus on reducing congestion, renewing existing roads and bridges while minimizing impact to the public, improving safety by reducing crashes, and developing tools for getting more out of our existing highway capacity and assessing future needs. All projects funded by this program will be competitively awarded and peer-reviewed;

Provides needed funds to implement a public-private cooperative environmental research program, with the goal of developing the knowledge, tools, and performance measures that will help us understand the linkage between the environment and the transportation system;

Calls on the U.S. Department of Transportation to take the lead in carrying out fundamental, long-term research to achieve breakthroughs in transportation research;

Increases funding for University Transportation Centers and ensures greater competition among universities which seek to become transportation research centers;

Reforms and increases the responsiveness of the Bureau of Transportation Statistics to

the needs of the transportation community; and

Provides States with additional resources to better train and educate the transportation workforce.

This legislation will significantly, yet prudently, increase funding for transportation research starting at \$500 million a year in fiscal year 2004 for Federal research programs and gradually rising to \$850 million a year by 2009. These funding levels are based on an overall level of \$375 billion for the comprehensive six-year surface transportation reauthorization advocated by the House Transportation and Infrastructure Committee, which I support. I believe my approach ensures that our transportation research is well planned, peer-reviewed, properly funded, and evaluated and will go a long way to help solve the many challenges facing our Nation's transportation system.

I look forward to working with my colleagues on the Science and Transportation and Infrastructure Committees, the U.S. Department of Transportation, State transportation departments, and all other interested stakeholders as this legislation and the overall reauthorization of TEA-21 progress.

#### TRIBUTE TO ROBIN GARVIN

##### HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Thursday, November 20, 2003*

Mr. McINNIS. Mr. Speaker, it is my honor to rise and pay tribute to a remarkable woman from my district. Robin Garvin has dedicated her life in service of the children of the Roaring Fork Valley. It is my honor to pay tribute to her contributions here today.

Robin recently announced her retirement from the Roaring Fork School District's RE-1 Board of Education. Robin was an outstanding member of the Board for eight years and spent the last half of her tenure serving as the Board's President.

Robin approached her position with the best interests of children in mind. Her term was defined by a tireless commitment to providing the students of the Roaring Fork Valley with the best possible education. The Roaring Fork Valley is undoubtedly a better place as the result of Robin's service.

Mr. Speaker, I am honored to bring Robin Garvin's contributions to the attention of this body of Congress and our nation. Robin has managed to devote herself to bettering the Roaring Fork Valley's system of education while happily acting as a devoted mother, wife and friend. I am proud to join the citizens of the Roaring Fork Valley in thanking Robin for her service.

#### THANK YOU TO SCARLET TREU

##### HON. GARY G. MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, November 20, 2003*

Mr. GARY G. MILLER of California. Mr. Speaker, it is with great pride and personal interest that I rise to commend Mrs. Scarlet Treu of Hacienda Heights, California.

Since my election to Congress in 1999, Scarlet has served as my Senior Advisory for Asian-American issues in my congressional district. Her knowledge and insight into this important constituency has served me well. Unfortunately, after five years of service, she has decided to retire from congressional politics. Not only has she been an excellent employee, but she has also become a close personal friend.

Scarlet's life history is one of inspiration and admiration. Born in Taipei, Taiwan her family was forced to flee from China due to the repressive Communist Regime. Scarlet was able to complete her education at the prestigious Ming Chuang College and earned a degree in business administration. Upon graduation, she went on to serve as the original and founding member of the marketing department for Chase Manhattan Bank's Taipei branch. Immigrating to the United States in 1976, she went to work as an immigration section supervisor and then as a civil litigation specialist for two respected law firms in southern California.

Scarlet met her loving husband, Rolf Treu, in 1977 and they set out to establish two law offices before he was appointed to a State judgeship in 1995. Rolf and Scarlet have two wonderful children, Jacqueline and Eric.

Aside from her many children-related activities, Scarlet has focused on the needs of her community as well. For many years she has been supportive of and actively engaged in the Hacienda Heights Improvement Association Board, LA County Supervisor Don Knabe's Art Award, the Colima-Hacienda Women's Club, the Hacienda Heights Chinese-American Parents Advisory Board, and various Republican Party political appointments. She also formed my Business Advisory Board which has provided me with a forum to work with community leaders on issues important to their industries.

In 2001, Scarlet co-chaired a successful \$221 million bond campaign for Mt. San Antonio College that will benefit future generations of students.

Mr. Speaker, I want to thank Scarlet for her years of service, hard work and personal sacrifices on my behalf.

#### IN HONOR OF DONNA TERESA, THE 2003 ANNE RICHARDSON READING IS FUNDAMENTAL VOLUNTEER OF THE YEAR

##### HON. SAM FARR

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, November 20, 2003*

Mr. FARR. Mr. Speaker, I rise today to commemorate Donna Teresa, a compassionate and devoted member of the children's literacy community. In recognition of her activism, Ms. Teresa has been selected by Reading is Fundamental, as the Western representative for the "2003 Anne Richardson Reading is Fundamental Volunteer of the Year." For over six years, Ms. Teresa has worked tirelessly to develop and improve literacy programs at Henry F. Kamman School. In this effort, she has truly embodied the spirit of volunteerism and empathy that is attributed to the distinguished few who receive this award.

In her position as the school librarian, Ms. Teresa has restored the wonder and excitement that reading can provide to our Nation's

children. She understands the value of literacy and has implemented many new programs to encourage reading, including a summer program that gives each a child a free book. Ms. Teresa has expressed her concern that for many of her students, books are scarce at home and the break from school puts many students behind their peers. This type of understanding and consideration of a student's living situation has allowed Ms. Teresa to reach out to each child and cater to their interests and needs. She also manages a student book club with more than 60 students and personally acquaints herself with each new text before giving it to a child to ensure that it is appropriate for their reading level and interests. Ms. Teresa derives her inspiration from the hope that her push towards literacy will encourage students to continue their education and make better choices down the line. Her efforts have also been recognized in Monterey County, where she was recently awarded the "2003 Monterey County Lighthouse for Literacy."

Mr. Speaker, on behalf of the United States Congress, I would like to honor the accomplishments of Donna Teresa and express sincere gratitude for her commitment to our community's children. I wish Ms. Teresa much success in her endeavors and I am confident that the efforts of those who strive to improve literacy will be valued for many generations to come.

#### NO ATTAINMENT—NO TRADE BILL

**HON. JAMES P. MORAN**

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, November 20, 2003*

Mr. MORAN of Virginia. Mr. Speaker, today I am introducing the "No Attainment—No Trade bill."

This legislation amends the Clean Air Act to prohibit power plants and other major point sources of nitrogen oxide (NO<sub>x</sub>) pollution that are in an ozone nonattainment area from participating in EPA's emission trading program.

In 1990 Congress passed amendments to the Clean Air Act to deal with the issue of acid rain deposition.

Harmful acid rain was destroying our buildings, personal property and turning freshwater lakes into dead zones.

The new law established an innovative emission trading program to reduce the precursors of acid rain, harmful nitrogen oxides and sulphur dioxides emitted by coal-burning power plants and major industrial boilers.

Since its establishment, the trading program has worked extremely well, better than even proponents of the 1990 amendment to the Clean Air Act ever expected.

While nitrogen and sulphur dioxides have been reduced, and reduced by millions of tons, an unanticipated new wrinkle has emerged as states and localities work to reduce urban smog and bring ozone non-attainment areas into compliance with other requirements in the Clean Air Act.

States and localities are bumping into the emission trading program for nitrogen oxides.

Not only are nitrogen oxides the precursors of acid rain, they also mix with hydrocarbons and form ground-level ozone.

Giving power plants in an ozone non-attainment area the authority to buy a credit from elsewhere and avoid nitrogen oxide reductions may help EPA meet its national acid rain reduction goals, but it can frustrate State and local efforts to lower ozone and urban smog. I speak from experience.

Just across the Potomac River in Alexandria we have one power plant operated by Mirant that continues to violate its permit.

In fact, this past summer during the ozone season it violated its clean air emission limits by more than 1,000 tons of nitrogen oxide, double the tonnage allowed under its permit.

It my understanding that Mirant is trying to get off the hook by purchasing credits of emission reductions from sources elsewhere, outside this region, to meet its emission reduction goal.

"Not so," says the Commonwealth of Virginia.

The State's position, however, may be on less than firm legal ground.

I hope the Commonwealth holds its ground and stands strong, and I have encouraged them to do so.

The legislation I am introducing gives them the clear legal authority they need and discourages power plants from challenging State ozone implementation plans in court.

I also hope this legislation will give other States the authority they need to block power plants in a non-attainment area from engaging in NO<sub>x</sub> emission trading and avoiding their responsibility to reduce ozone and urban smog.

It is my understanding that Mirant, the same company operating the plant in Alexandria, has violated its NO<sub>x</sub> permits at its three coal-fired plants in Maryland.

During this summer's ozone season, Chalk Point, Morgantown and Dickerson power plants collectively exceeded their summer NO<sub>x</sub> permits by more than 3,500 tons.

Unlike Virginia, State officials in Maryland appear inclined to let them buy credits through the emission trading program.

That's an additional 4,600 tons of nitrogen oxide that entered our air this past summer beyond what Virginia and Maryland agreed Mirant should emit.

It makes no sense, to force this region, or the jurisdictions of any ozone nonattainment area, to racket down nitrogen oxides from other sources, beyond what may be necessary, simply because a few large sources are able to buy their way out of compliance.

It isn't fair, and it is not in anyone's best interest to do so.

My legislation puts an end to it.

It deserves consideration.

#### ESTABLISHING NATIONAL AVIATION HERITAGE AREA

SPEECH OF

**HON. NANCY L. JOHNSON**

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, November 18, 2003*

Mrs. JOHNSON of Connecticut. Mr. Speaker, I rise today in support of H.R. 280 the National Aviation Heritage Area Act which includes in Title VI the Upper Housatonic Valley

National Heritage Area Act. The Upper Housatonic Valley, encompassing 29 towns in the hilly terrain of western Massachusetts and northwestern Connecticut, is a singular geographical and cultural region that has made significant national contributions through its literacy, artistic, musical, and architectural achievements, its iron, paper, and electrical equipment industries and its scenic beautification and environmental conservation efforts.

The Upper Housatonic Valley National Heritage Area would extend from Lanesboro, Massachusetts 60 miles north to Kent, Connecticut. This region of New England is home to many of the Nation's first industrial iron sites. The iron produced at these sites was used to make weapons for the Revolutionary War. Furthermore, the area includes homes of historical significance belonging to Edith Wharton and author Herman Melville as well as the Monument Mountain Reservation, where Melville and Nathaniel Hawthorne picnicked. The area also has great outdoor recreational resources and is the base for much of Connecticut's agri-tourism business.

From the 1730s to the 1920s, it was home to many of the Nation's earliest iron industries. The first blast furnace was built in 1762 by Ethan Allen and supplied the iron for the cannons that helped George Washington's army to win the American Revolutionary War. While most of the furnaces, mine sites and charcoal pits have been lost to development and time, the few that remain are in need of refurbishment. The Beckley Furnace in Canaan, Connecticut was designated an official project by the Millennium Committee to Save America's Treasures.

The Valley's history as a cultural retreat from the Boston and New York areas provides both past and current riches for the country. Since the 1930s visitors from all over have come to hear the music at Tanglewood, Music Mountain and Norfolk, see the paintings at the Norman Rockwell Museum, watch serious theater at Stockbridge and musical treats at Sharon. Today's local authors draw on a long tradition going back to the 19th century, when Herman Melville, Nathaniel Hawthorne and Edith Wharton lived and wrote here. The Upper Housatonic Area, with its remoteness from but ties to large cities, occupy a special niche in our national culture.

The Housatonic Valley is also rich with environmental and recreational treasures. The Housatonic River, just below Falls Village, Connecticut, is one of the prized fly-fishing centers in the Northeast and is enjoyed by fisherman from not only Connecticut and Massachusetts but the entire eastern seaboard. Olympic rowers have trained in this river as children have learned to swim, boat and fish and value its ecosystem.

Through this broad, flexible and locally led initiative, the states of Connecticut and Massachusetts will be able to make real progress in protecting the river and its heritage. Rather than depending on the Federal bureaucracy, States will be able to facilitate locally led, and truly voluntary programs that will help protect the river for future generations. This legislation encompassing all heritage areas has broad bipartisan support, I would like to thank the Resources Committee for bringing this legislation forward and I encourage my colleagues to support this legislation.