

which is something critics of missile defense have long denied.

The challenge now is to build an effective defense against long-range missiles that builds on THAAD's success. This will require much more development and testing, and much more support from Congress and the Clinton administration.

The fact that it took the Army seven tests to score the first THAAD "hit" is not an argument against missile defense but an argument for investing more in anti-missile technologies. It can be done, but it's a difficult proposition.

Unfortunately, the United States cannot make progress as long as the Clinton administration observes the restrictions of the 1972 Anti-Ballistic Missile (ABM) Treaty. As a matter of international law the treaty is defunct since the United States' signing partner, the Soviet Union, ceased to exist in 1991. Misplaced devotion for the ABM Treaty hampers the development, testing and deployment of certain kinds of missile defense, ensuring that any system will be less capable than it otherwise could be.

IN MEMORY OF VICTORIA "VIKKI"
BUCKLEY (1947-1999)

HON. THOMAS G. TANCREDO

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Monday, July 19, 1999

Mr. TANCREDO. Mr. Speaker, I rise to honor the memory of Colorado State Secretary, Victoria "Vikki" Buckley: a wife and mother of three, a public servant, a self made individual, and a leading citizen of the Denver Metro Area, in Colorado, who passed away last week.

Vikki Buckley was a courageous political leader who worked in the Secretary of State office for the citizens of Colorado for more than a quarter century. Few realize that Vikki, a Denver Native, began working in the secretary of state office 28 years earlier. She had been a welfare mom and actively removed herself from a system that she believed fosters dependency.

Many people have read about individuals who lift themselves through their own dedication and efforts, but it is seldom that they rise so quickly to an elected office. Vikki was educated in the Denver Public Schools attending East High School. She continued her education at Metro State College and then the Seible School of Engineering in Englewood where she received an Associates Degree in drafting. She was an active participant at Heritage Christian Center and in various political organizations including the Aurora Republican Forum and the Araphahoe County Republican Men's Club. She spoke frequently on issues of community and inclusion from the perspective of an American woman who happened to be black and Republican.

Elected Secretary of State in 1994, Vikki was the first American of African descent elected to a statewide constitutional office in Colorado. As a Republican, she was noted as the highest ranking African American female holding statewide office in America. She has been featured in publications from the controversial Limbaugh Letter (June 1999) to the Ladies Home Journal ("Against All Odds").

She was a rising star that believed in making government work for people. She was loved by friends and admired for her courage

of conviction. My heart goes out to her entire family upon their loss. I am honored to have known Vikki.

Governor Bill Owens released the following statement, "I join all Coloradans in being deeply saddened by the untimely passing of Colorado Secretary of State Vikki Buckley. She overcame many challenges in life and achieved high office in our state through determination and hard work. Vikki's competitive spirit paved the way for her election as Colorado's first African-American Secretary of State. Frances and I and our three children express our profound sympathy to Vikki's family on behalf of all Coloradans and our appreciation for her many years of service to our state."

Let the permanent RECORD of the Congress of the United States show that Vikki Buckley was a tireless advocate for the people of Colorado, and a friend of America.

THE MEAL TAX REDUCTION ACT

HON. CHRISTOPHER H. SMITH

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Monday, July 19, 1999

Mr. SMITH of New Jersey. Mr. Speaker, today I am reintroducing the Meal Tax Reduction Act. This legislation, which I also introduced in the last session of Congress, is designed to alleviate some of the tax code inequities that hurt the food service industry. As many of my colleagues know, the food service industry is the only business specifically excluded from normal business expense deduction rules. My legislation is aimed at restoring fairness to current law.

The Meal Tax Reduction Act would partially restore the deduction permitted for meals and entertainment expenses to 80 percent. While I believe we should eventually reinstate the meal tax to 100 percent, this legislation takes the first steps to gradually restore the tax to at least the pre-1993 level of 80 percent.

Under the Balanced Budget Act, transportation workers can already deduct a higher percentage of their meal expenses than other workers, and transport workers will eventually be able to deduct 80 percent of their food expenses. My legislation would simply extend the deductions already put in place for the transportation industry, so that fairness is ensured for everyone.

This important legislation would eventually allow someone starting a small business, working away from home on a construction job, or traveling away on business to take a reasonable tax deduction for food expenses.

Since the law was changed in 1993 to a 50 percent meal tax deduction there has been a notable has had a negative effect on the restaurant sector of our economy. And the restaurant industry employs millions of people. Restoring the meal tax deduction would help create new jobs in our economy, often for people who are trying to enter the workforce for the first time. If welfare to work is to be fully implemented, we need to create the kind of entry level positions and entrepreneurial opportunities that are often the first steps up the ladder to the American Dream.

In addition, law penalizes and de-legitimizes the food service. The Meal Tax Reduction Act would begin moving the restaurant industry to

ward parity with other businesses. The act immediately increases the meal tax deduction to 60 percent next year, and eventually to 80 percent by the year 2008. My legislation gradually fixes the meal tax inequity.

Lastly, I want to note that since the introduction of my legislation last year, that support for meal tax equity has been steadily increasing. In fact, Chairman Bill Archer of the Ways and Means Committee has included meal tax reductions in his comprehensive tax plan that are very similar to legislation for which I have been advocating. There is nothing like an idea whose time has come.

INTRODUCTION OF THE NATIONAL
TELECOMMUTING AND AIR
QUALITY ACT

HON. FRANK R. WOLF

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Monday, July 19, 1999

Mr. WOLF. Mr. Speaker, traffic congestion and lack of mobility threatens not only our nation's prosperity, but quality of life and the family unit. That is why today, I am introducing the "National Telecommuting and Air Quality Act," a bill designed to reduce both air pollution and traffic congestion.

Efforts around the country to widen existing facilities and construct new bridges and highways and improve mass transit are essential. However, improved and expanded use of new technologies is also essential to meeting transportation needs.

Telecommuting is also part of the answer to reducing traffic congestion and air pollution and easing the strain on families trying to find time to raise children and make ends meet from one payday to the next. It's also part of good environmental stewardship and energy conservation. Many jobs can be performed as well or better at home through the use of computers, faxes, email, and telephones than at an office or in other work centers.

Mr. Speaker, telecommuting, by large numbers of employees, has many positive bi-products to which I would like to draw my colleagues' attention.

Traffic congestion: In cities such as Los Angeles and Washington, D.C. (Numbers 1 and 2 on the gridlock list), telecommuting could reduce peak commuter traffic. According to research, 40 percent of the nation's workforce have jobs which are compatible with telecommuting. This reduction would come without paving one more lane of highway or adding one more bus or subway car. That saves money and makes everyone's life better.

Air pollution: Automobiles produce about 30 percent of urban smog. Telecommuting could take a large bite out of air pollution (including nitrogen oxide, carbon monoxide, lead, particulate matter, volatile organic compounds and carbon dioxide). The result helps now and leaves a better world for our kids.

Family wellness: Telecommuting gives workers more time to spend at home. Parents could care for infants or small children while they work. The stress of what to do with an ill relative—an older parent afflicted with Alzheimer's disease, for example—can be lessened. Working moms and dads could be better and more nurturing parents without having to leave the workforce. Instead of choices, there are good choices.