

wouldn't be any unprotected prostitutes on the streets, and they would get paid, not the pimps.

Tess Grossi: Prostitution has been a part of life throughout history, and what would make the government think that making it illegal will stop it? The sex industry is exposed to many of the forces that normal businesses must contend with, but will it ever become a normal and respected part of society? History suggests that it might. Throughout history, there have been all forms of prostitution, including legal prostitution.

Again, prostitution causes deadly diseases to spread more rapidly, and there is great violence and inhumanity involved. All of these problems can be eradicated if the government would legalize it. The government is the only answer to solving the problem. Prostitution will never go away. Therefore, the government should legalize prostitution.

Lynn Clough: The people and the prostitutes are afraid to go to the government for help, and so the government needs to go to them.

Thank you.

WARREN VILLAGE IN DENVER,  
COLORADO IS AN INNOVATIVE  
AND UNIQUE FAMILY SERVICE  
COMMUNITY

**HON. SCOTT MCINNIS**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Monday, July 26, 1999*

Mr. MCINNIS. Mr. Speaker, I would like to take this opportunity to recognize one of Colorado's most innovative and unique family service communities, Warren Village in Denver, Colorado. Warren Village is a service created to help low-income single-parents move from public assistance to personal and economic self-sufficiency through subsidized housing, on-site child care, counseling, and education, or job training.

Warren Village was established in 1974, marking July as the institution's 25th anniversary. Upon establishment, Warren Village was the Nation's first federally subsidized transitional housing program for single-parent families. Founders of Warren Village included Warren United Methodist Church, the U.S. Department of Housing and Urban Development, and local business leaders.

Warren Village provides three integrated programs to its residents. The housing program provides accommodations for families of up to four children and one adult. The Learning Center uses a multi-cultural and gender-fair curriculum for at-risk urban children. The Family Services Program provides comprehensive case-management, vocational assessment, and life classes on topics ranging from goal achievement, to parenting, and leadership opportunities.

Residents of Warren Village are required to participate in activities that include evening educational classes, volunteer services, and must attend school or work full time. These activities must be completed as a condition of their lease agreement; progress of each resident is monitored quarterly. Residence at Warren Village is not an entitlement, but rather a privilege to be earned by personal progress.

Warren Village is a nonprofit organization that has more than 1,500 active community volunteers from schools, businesses, youth

groups, and churches. In 1998, Warren Village had over 1,800 unduplicated volunteers donate their time. The limited financial resources of the institution are supplemented by the time and remarkable talents of these volunteers.

Over the past 25 years, Warren Village has received numerous national and State honors and awards for its outstanding services to the Denver Metro area. Warren Village has become a national model for providing constructive solutions for serious issues that plague every community in the Nation. With more than 2,500 families graduated from the program, cities across the country have replicated the Warren Village model.

I would like to congratulate Warren Village on 25 years of remarkable service and outstanding dedication to the community of Denver, as well as the State of Colorado. The hard work and significant achievements of Warren Village exemplify the notion of public service and civic duty. Colorado is both honored and extremely fortunate to have such an effective agency derive from our State.

COMMERCIAL SPACE TRANSPORTATION  
COMPETITIVENESS ACT  
OF 1999 (H.R. 2607)

**HON. DANA ROHRBACHER**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Monday, July 26, 1999*

Mr. ROHRBACHER. Mr. Speaker, I rise to introduce the Commercial Space Transportation Competitiveness Act of 1999.

Last year, the American people learned that two U.S. companies had helped Communist China improve its Long March launch vehicles. And we've all heard about the immediate and long-term impacts this is having on our national security.

But this travesty was merely the symptom of a greater challenge. In Communist China, we have a ruthless dictatorship that is using commercial space activities to help its military someday compete with the United States. In America, however, we have a space transportation industry that has grown up as an extension of the government, and therefore hasn't been dynamic enough to meet the launch needs of our vibrant commercial satellite industry. Sadly, these two facts created the circumstances that led to the technology transfers we have learned about.

Ever since I entered Congress over a decade ago I have championed the issue of improving America's space transportation capabilities. With leadership and support from colleagues like my late friend George Brown, the Committee on Science has reported, won House passage, and seen enactment of several legislative initiatives over the past decade. The legislation I am introducing today is another significant step towards the goal stated by the Select Committee led by CHRIS COX and NORM DICKS; improving U.S. "space launch capacity and competition."

The aerospace industry—along with the FAA—has testified before the Space & Aeronautics Subcommittee on ways to improve U.S. launch competitiveness. The message we have heard loud-and-clear is that their top priority is the renewal of the government-industry risk sharing plan known as "indemnification." Mr. Speaker, this bill extends in-

demnification authority for a full 5 years beyond its scheduled expiration this December.

I do wish, however, that we had more time to fully consider this issue. Industry has been signing launch contracts for nearly 3 years that presupposed an automatic renewal. With little time for debate about whether this is the right risk sharing plan for the future, the Science Committee was put in a tough spot that I for one don't want to see repeated in 5 years.

So this bill also directs that various government agencies and industry sectors present Congress with the broadest possible range of ideas as to whether and how this risk sharing regime should change in the future. Make no mistake about this: we want to give U.S. industry a stable business environment so they can be more competitive in the international marketplace. However, we also want to start the process now of planning for risk sharing in 2005 and beyond.

This legislation authorizes funding through Fiscal Year 2002 for the FAA's Office of the Associate Administrator for Commercial Space Transportation. Over the past two years, Patti Grace Smith has dramatically reformed and improved this office. She and her staff have worked hard to keep up with rapid growth in U.S. commercial space transportation, while drafting regulations to help industry move forward into the era of reusable launch vehicles. For these reasons, we have provided this office with a steady increase in funding over the next 3 years.

The other non-user agency that works with the commercial space transportation industry is the Office of Space Commercialization (OSC) within the Department of Commerce. Last year the Congress created this office in law, and this bill provides OSC with steady funding but requires the office to lay out more specific programmatic objectives and results so the Congress can judge its progress.

Mr. Speaker, I am pleased to offer this legislation to help make America's commercial space transportation industry more competitive. I want to thank Science Committee Chairman JIM SENSENBRENNER for his help and encouragement in developing this bill. I would also like to thank Chairmen JOHN MCCAIN and BILL FRIST in the Senate, and also Senator JOHN BREAU, for actively focusing on commercial space transportation issues. We look forward to joining with them soon to send a mutually agreeable version of this legislation to the White House for the President's signature.

TRADE POLICY REFORM ACT

**HON. JAMES A. TRAFICANT, JR.**

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Monday, July 26, 1999*

Mr. TRAFICANT. Mr. Speaker, our foreign competitors have been dumping steel in America below market value for well over a year. This practice, which has been allowed to continue unencumbered by the Clinton Administration, has had a devastating effect on the U.S. steel industry and U.S. steelworkers. I have taken numerous actions, alone and in conjunction with the Congressional Steel Caucus, to urge the Administration to change its backward trade policy and remedy the current