

WEDNESDAY OCTOBER 27, 1999

Rollcall No. 542. The Scott Amendment that sought to strike Section 101 that reinforces the existing standard for the legitimate use of controlled substances (rejected by a recorded vote of 160 ayes to 278 noes). Pain Relief Promotion Act. Yea.

Rollcall No. 543. The Johnson of Connecticut Amendment that sought to enhance professional education in palliative care; reduce excessive regulatory scrutiny; and carry out the Congressional opposition to physician-assisted suicide (rejected by a recorded vote of 188 ayes to 239 noes). Pain Relief Promotion Act. Yea.

Rollcall No. 544. House passed H.R. 2260, to amend the Controlled Substances Act to promote pain management and palliative care without permitting assisted suicide and euthanasia by a recorded vote of 271 ayes to 156 noes. Pain Relief Promotion Act. No.

THURSDAY, OCTOBER 28, 1999

Rollcall No. 545. Journal Vote: Agreed to the Speaker's approval of the Journal of Wednesday, October 27, by a yea and nay vote of 370 yeas to 49 nays, with one voting "present." Yea.

Rollcall No. 546. Further Continuing Appropriations. The House passed H.J. Res. 73, making further continuing appropriations for the fiscal year 2000 by a yea and nay vote of 424 yeas to 2 nays. Yea.

Rollcall No. 547. DC/Labor/HHS—H. Res. 345, the rule that waived points of order against the conference report, was agreed to by a yea and nay vote of 221 yeas to 206 nays. Nay.

Rollcall No. 548. CD/Labor/HHS—Rejected the Hoyer motion to recommit the conference report to the committee of conference with instructions to the managers by a yea and nay vote of 11 yeas to 417 nays with 1 voting "present." Nay.

Rollcall No. 549. DC/Labor/HHS—The House agreed to the conference report on H.R. 3064, making appropriations for the District of Columbia, and for the Departments of Labor, Health and Human Services, and Education, and Related Agencies for the fiscal year ending September 30, 2000 by a yea and nay vote of 218 yeas to 211 nays. Nay.

MONDAY, NOVEMBER 1, 1999

Rollcall No. 550. (Suspension) H.R. 348, to authorize the construction of a monument to honor those who have served the Nation's civil defense and emergency management programs. 349 yeas, 4 nays. Yea.

Rollcall No. 551. (Suspension) H.R. 2737, Land Conveyance, Lewis and Clark National Historic Trail, Illinois. 355 yeas. Yea.

Rollcall No. 552. (Suspension) H.R. 1714, Electronic Signatures in Global and National Commerce Act, 234 yeas to 122 nays. Nay.

INTRODUCTION OF H.R. 3163, THE SURFACE TRANSPORTATION BOARD REAUTHORIZATION ACT OF 1999

HON. BUD SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 3, 1999

Mr. SHUSTER. Mr. Speaker, today, along with my colleagues Ranking Member JIM OBERSTAR, Chairman of the Subcommittee on

Ground Transportation, Mr. TOM PETRI, and Ranking Member Mr. NICK RAHALL, I am introducing, by request, the Administration's proposed legislation to reauthorize the Surface Transportation Board.

I evaluate the Administration's proposed changes to the law governing the Surface Transportation Board against the background of extensive hearings on these issues conducted by my Committee last year—over 1000 pages of testimony in 4 days of hearings.

The two clearest realities to emerge from those hearings were (1) the rail industry's resurgence and traffic growth since deregulation has made capacity constraints on their infrastructure a major problem for the first time in 3 decades; (2) to fund these huge infrastructure needs, the railroads must spend billions of dollars raised in private capital markets, but they are not attracting even the average earnings-multiples of industry at large on Wall Street.

A number of interests, some merely short-sighted and others opportunistic, have tried to use the reauthorization of the STB as a means to force down rail rates by legislative fiat. This effort occurs despite repeated authoritative findings by the General Accounting Office that rail rates have declined sharply, even in constant dollars, in recent years.

I am very disappointed that the Administration seems to have joined this effort. Instead of promoting the capital flow that will benefit both railroads and shippers through improved infrastructure, the Administration has sent to the Congress a bill that includes major portions of the "re-regulation" agenda.

By forcing mandatory access by one railroad over another's tracks in several types of situations, the bill would endanger the vital capital flow upon which the future prosperity of railroads, shippers, and rail labor depends.

Much of the effort that went into the ICC Termination Act four years ago was focused on streamlining federal regulation of railroads. Yet the proposed legislation would take a major step backward; it proposes to balkanize the authority to approve or disapprove rail mergers among multiple federal agencies. Even worse, the Administration's proposal sows the seeds of many debilitating disputes under state and local law, even for mergers that have received full federal approval.

Although the bill pays lip service to "small" shippers, it could literally destroy a major segment of American small business—the short-line railroads that serve so many smaller cities and towns. That is because the Administration wants to fund the entire \$17 million STB budget out of the so-called "user fees." The STB already defrays \$1.6 million of its costs through filing fees, and we have received numerous complaints about those charges from shippers. Now the Administration would impose more than 10 times that burden on "users." We don't know who the users are, since the bill doesn't even attempt to identify them.

We had some experience with such fees imposed on our small railroads several years ago by the Federal Railroad Administration. Our Committee found that these small companies—the ones that literally are the only way to keep rail service in small communities—were paying up to 17 percent of net income in so-called "user fees"—on top of their state and federal taxes. That's why we ended those FRA fees, and I see no reason to impose a

similar burden on struggling small businesses through STB fees, as the Administration now proposes.

While I cannot endorse much of what the Administration has proposed in its STB bill, I remain hopeful that a compromise can be reached on the contentious issues that have prevented an STB reauthorization bill from being enacted.

HONORING JOHN PAKCHOIAN,
GROWER OF THE YEAR

HON. GEORGE RADANOVICH

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 3, 1999

Mr. RADANOVICH. Mr. Speaker, I rise today to honor John Pakchoian, as American Vineyard's Grower of the Year for 1999. Mr. Pakchoian began farming in 1938 in a vineyard near Fowler, California. He is 82 years old and still farming.

John Pakchoian's favorite thing to talk about is farming. He was born into a farming family where he learned the responsibilities of hard work at the young age of six, after his father died. Pakchoian was the oldest child and the only boy. He worked before school and after school to help support the family.

John Pakchoian enlisted in the Marine Corps when World War II broke out. As Private First Class, Pakchoian belonged to the 26th Regiment, 5th Marine Division. His heroic performance in Saesbo, Japan on July 21, 1944 earned him a Bronze Medal.

The raisin industry went through a tough time at the start of World War II, prices were deteriorating and growers were losing hope. Raisin growers were called upon to produce raisins for the troops overseas, which boosted prices. In 1937 under the Federal Marketing Order Act, a federal marketing order for raisins was formed in 1949.

It has been 50 years since the marketing order was formed, and the raisin industry has come a long way, facing many challenges along the way. These challenges prompted Pakchoian to get involved in industry issues. He along with Ernie Bedrosian and Dick Mitchell helped draft the by-laws of the Raisin Bargaining Association, RBA. John Pakchoian was the fifth chairman of RBA and served on the Fresno County Farm Bureau Raisin Committee for 10 years.

John and Clyde Nef were the driving force behind the Raisin Industry Diversion Program in the mid 80's, known as RID. Pakchoian said the industry needed RID because too much raisin tonnage was being sold for cattle feed. In recent years there hasn't been a need for RID. The focus of the market now is to hold on to its markets and explore new ones.

Pakchoian has grown every crop you can grow in the San Joaquin Valley and the only ones that have carried him through were the table grapes, wine grapes and raisins. Raisins have been the one crop that has kept John in business all of these years. Pakchoian likes nothing more than farming.

Mr. Speaker, I want to recognize Mr. John Pakchoian as Grower of the Year, 1999. He has worked hard to promote the raisin industry and bring it to where it is today. I urge my colleagues to join me in wishing John Pakchoian many more years of continued success.