Defense will increase their level of scrutiny and prevent them from making such poor decisions in the future.

GOVERNORS ISLAND PRESERVATION ACT, H.R. 1334

HON. BENJAMIN A. GILMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, April 3, 2001

Mr. GILMAN. Mr. Speaker, today I rise to introduce H.R. 1334, the Governors Island Preservation Act. This legislation is a historic opportunity to preserve and protect the third and final jewel of New York Harbor, Governors Island.

Governors Island was owned and operated as a military facility by the British and American Armed Forces for more than 200 years. This national treasure has played an important role in the Revolutionary War, the War of 1812, the American Civil War, World Wars I and II, as well as hosting the site of the 1988 Reagan-Gorbachev summit, during the Cold War.

In 1800, in order to provide for the national defense, the people of the state of New York ceded control of Governors Island to the Federal government, then, in 1958, transferred the island outright for only $1.00.

The U.S. Coast Guard has now vacated Governors Island because of the high costs involved in maintaining its base there. This now vacated island is being maintained by General Services Administration with an annual appropriation and, by law, which must be disposed of by 2002.

At the end of last year, the first important step to preserving this national treasure was taken when Castle William and For Jay were designated national monuments.

Now, both New York State and New York City need our help to preserve and protect one of our nation's most important and beautiful landmarks, and to be able to turn Governors Island into a destination with significant open and educational spaces for public use.

The State and the City of New York have worked out a detailed plan which will protect the historic nature of the island while transforming the southern tip into a 50-acre public park, complete with recreation facilities and stunning views of the Statue of Liberty and the New York Harbor. New interactive educational facilities, including an aquarium and a historical village, are being planned, as is moderately-priced family lodging and a health center. The awe-inspiring opportunity we have to establish this new public space to complement both Liberty and Ellis Islands is unprecedented and mandates decisive action.

Accordingly, this Governors Island Preservation Act will open the doors to this opportunity by transferring the island back from the Federal Government to the citizens of New York for the same nominal price the Federal Government paid.

Mr. Speaker, I would like to take this opportunity to call upon all my colleagues in the House of Representatives, in asking their support for the Governors Island Preservation Act, H.R. 1334. Governor Pataki, our Senators, and Representatives NADLER, MALONEY, and myself, have all worked diligently to address every concern and to develop bipartisan legislation which will open Governors Island up not only to the people of New York, but to our entire Nation.

50TH ANNIVERSARY OF THE SOUTH SHORE ASSOCIATION FOR RETARDED CITIZENS

HON. WILLIAM D. DELAHUNT

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, April 3, 2001

Mr. DELAHUNT. Mr. Speaker, it gives me great pleasure to join today with people throughout Southeastern Massachusetts in celebrating the 50th Anniversary of the South Shore Association for Retarded Citizens.

What began in 1950 with a small group of parents in Weymouth seeking options for their children, has since grown into a distinguished and highly successful effort to provide services to more than one thousand people with special needs on the South Shore each year. From summer day camps to transitional employment programs; from early intervention services to residential and workshop facilities; from individual to family support programs—South Shore ARC has given all of us opportunities to realize and meet our full potential.

Throughout its history, South Shore ARC has been a leader in the community, utilizing public and private partnerships in its twofold mission of advocacy and the delivery of quality services. The organization has fought tirelessly for the rights of individuals with disabilities, and has been instrumental in the passage of legislation improving and expanding special needs education.

Mr. Speaker, I invite you and our colleagues to join with me in congratulating the South Shore Association for Retarded Citizens for fifty years of service to the people of Massachusetts. This organization has fostered positive working relationships with our community, and has improved the lives of thousands of adults and children with special needs. I commend them for their decades of hard work, and wish them many more years of success.

INTRODUCTION OF THE RESPONSIBLE OFF-ROAD VEHICLE ENFORCEMENT AND RESPONSE (''ROVER'') ACT

HON. MARK UDALL

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, April 3, 2001

Mr. UDALL of Colorado Mr. Speaker, I am today introducing a bill to improve the ability of the Bureau of Land Management and the Forest Service to respond to a serious problem affecting federal lands in Colorado and other states.

Throughout the west, and especially in Colorado, increased growth and development has resulted in an increase in recreational use of our public lands. These recreational uses have, in some cases, stressed the capacity of the public land agencies to adequately control and manage such use. As a result, areas of our public lands are being damaged.

One of the uses that cause the greatest impacts are recreational off-road vehicles. The results can include: damage to wildlife habitat; increased run-off and sediment pollution in rivers and streams; damage to sensitive high-altitude tundra, desert soils, and wetlands; creation of ruts and other visual impacts on the landscape; loss of quiet and secluded areas of the public lands; and adverse effects on wildlife.

Recreational off-road vehicle use on our public lands should be allowed to continue, but it must be managed to minimize or avoid these problems, by appropriate restrictions and putting some sensitive areas off-limits to vehicle use.

Most vehicle users are responsible—they stay on designated roads and trails, they are respectful of the landscape and they endeavor to tread lightly. However, there are a number of such users who do not obey the rules. Given the nature of this use (large, powerful motorized vehicles that are able to penetrate deeper and deeper into previously secluded areas), even a relatively few who violate management requirements can create serious damage to public land resources.

Yet, in some cases, recreational off-road vehicle users ignore these closures and management requirements. Often times, when these activities occur, the federal public land agencies do not have the authority to charge fines commensurate with the damage that results. For example, under BLM's basic law, the Federal Land Policy and Management Act of 1976, fines for violations of regulations—including regulations governing ORV uses—are limited to $1,000. That figure has remained unchanged for a quarter of a century, and does not reflect the fact that in many cases the damage from violations will cost thousands more to repair.

The bill I am introducing today would provide for increased fines for such violations—to $10,000 or the costs of restoring damaged lands, whichever would be greater.

The need for this legislation is well shown by a recent article in the Denver Post by Penelope Purdy that outlines problems in New Mexico, Utah, and Idaho as well as some recent events in Colorado. As she reports, last August, two recreational off-road vehicle users ignored closure signs while four-wheel driving on Bureau of Land Management land high above Silverton, Colorado. As a result, they got stuck for five days on a 70 percent slope at 12,500 feet along the flanks of Houghton Mountain.

At first, they abandoned their vehicles. Then, they returned with other vehicles to pull their vehicles out of the mud and off the mountain. The result was significant damage to the high alpine tundra, a delicate ecosystem that may take thousands of years to recover. As noted in a Denver Post story about this incident, ''Alpine plant life has evolved to withstand freezing temperatures, nearly year-round frost, drought, high winds and intense solar radiation, but it's helpless against big tires.''

Despite the extent of the damage, the violators were only fined $600 apiece—hardly adequate to restore the area, or to deter others.

Another example was an event that occurred last year above Boulder, Colorado, that has become popularly known as the ''mudfest.''

Two Denver radio personalities announced that they were going to take their off-road four-wheel-drive vehicles for a weekend's outing on