

at the world's great film festivals for his lifetime achievements, and he has received the entertainment industry's two highest honors—the prestigious Jean Hersholt Humanitarian Oscar Award and was inducted into the Television Hall of Fame.

In addition to his many hours of professional and civic activity, he has remained a devoted husband, father, and grandfather. Mr. Wolper and his wife Gloria have three children—Mark, Michael, and Leslie Ann—and six grandchildren.

Mr. Speaker, it is appropriate at this time that we recognize David L. Wolper for his commitment to building a brighter future for the youth of America.

IN RECOGNITION OF DR. EDWARD C. STONE, RETIRING DIRECTOR OF THE JET PROPULSION LABORATORY

HON. ADAM SCHIFF

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 4, 2001

Mr. SCHIFF. Mr. Speaker, I rise today in recognition of Dr. Edward C. Stone, retiring Director of the Jet Propulsion Laboratory in Pasadena, California. After ten years of distinguished service at JPL, Dr. Stone will be returning to full-time teaching and research at the California Institute of Technology, where he has taught since 1967. Dr. Stone, the David Morrisroe Professor of Physics, has been widely regarded as an energetic and thoughtful leader at JPL.

Since his first cosmic-ray experiments on Discoverer satellites in 1961, Dr. Stone has been a principal investigator on nine NASA spacecraft missions and a co-investigator on five other NASA missions for which he developed high resolution instruments for measuring the isotopic and elemental composition of energetic cosmic-ray nuclei. Using these instruments, Dr. Stone and his colleagues undertook some of the first studies of the isotopic composition of three distinct samples of matter. During his tenure at JPL, Dr. Stone's many accomplishments include Galileo's five-year orbital mission to Jupiter, the launch of Assini to Saturn, as well as a new generation of Earth sciences satellites such as TOPEX/Poseidon and SeaWinds, and the spectacularly successful Mars Pathfinder landing in 1997.

He has transformed the direction of JPL from administering a few large projects to managing many new, smaller exploration missions. Dr. Stone's vision has revolutionized the way JPL does business, thus expanding its impact on the field of astrophysics and planetary science. He is a remarkable scientist, whose brilliance is coupled with his ability to lead. Dr. Stone exemplifies integrity, energy, and leadership, and his deep commitment to JPL and its goals has been the touchstone of the Laboratory's success. I would like to commend Dr. Stone for his extraordinary dedication and thank him for his decade of service.

INTRODUCTION OF THE CLEAN AIR INVESTMENT ACT

HON. KEN BENTSEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 4, 2001

Mr. BENTSEN. Mr. Speaker, well over 100 million Americans live in metropolitan, suburban, and even rural regions that are facing a serious environmental and economic problem—attainment of air quality standards of the Clean Air Act amendments of 1990. Arguably, the most pressing issue affecting my region's prosperity and quality of life is State Implementation Plans (SIP) to reduce nitrogen oxide emissions (NO_x), which are causing the greater Houston area to exceed the EPA standard for ground level ozone. As an effect to assist non-attainment areas meet the requirements of the Clean Air Act I am introducing today a bill the Clean Air Investment Act, along with my colleague Representative KEVIN BRADY. This bill is designed to assist all non-compliance areas achieve improved environmental quality while protecting their economic prosperity.

Failure to attain compliance risks losing essential federal highway funding. Many of my colleagues know that Atlanta's federal highway funding was frozen for two years for non-compliance with the Clean Air Act. Now, while non-compliance carries costs, compliance also carries significant costs, some of which are the responsibility of the federal government. A study commissioned by the Greater Houston Partnership has showed that the SIP for the Houston-Galveston area will cost area households \$550 million a year, and could reduce job growth significantly.

Under the law implementation plans are designed by the states, and approval must be made at the federal level by EPA. EPA-regulated sources account for a significant percentage of the NO_x emissions in most non-attainment regions, 40% in the Houston region. These sources are mobile interstate and international NO_x sources, such as automobiles, planes, trains, and ships. In the Clean Air Act, Congress clearly intended for compliance burdens to be borne proportionally by state and federally regulated sources. However, in the forming a plan that would meet EPA approval under the Clean Air Act, the State of Texas through its Texas Natural Resource Conservation Commission ("TNRCC") could not incorporate promised EPA reductions into the SIP. Many EPA reductions from federally regulated sources are supposed to exist, but do not because EPA has failed to meet their statutory deadlines. With serious economic burdens looming for 114 non-attainment areas in 33 states, EPA must make allowance for federally pre-empted items for which they have not met their own deadlines. The EPA failure to act, whether due to budget constraints, political resistance, or bureaucratic inertia is not the fault of local communities.

For instance, the EPA had a statutory deadline to produce regulations for all non-road engines in November 1992. Of the six regulations that have been produced the earliest was finalized in 1994, and one has not yet been finalized. The EPA was required by law to issue regulations covering locomotive engines in November 1995, but the rule was not promulgated until three years later. The rule

for commercial diesel marine engines, exceedingly important for our area, was not finalized until November 1999. Further emission regulations for commercial marine engines will not be proposed until April of 2002. At this time, we will begin a debate of whether these marine emission standards can apply to foreign-flagged vessels in U.S. territorial waters. As a major shipping and railroad transportations enter, the greater Houston area is very dependent on the EPA to regulate these sources to reduce the burden on the state regulated industrial sources, which are currently being asked to achieve the steepest emission reduction every attempted—90%. I see the Houston area and many other non-attainment areas around the country engaged full force in a good faith attempt to meet the requirements of the Clean Air Act, and I believe that we owe them some small amount of assistance.

Along with my colleague, KEVIN BRADY, and I am proposing a way for the federal government to assist the state regulated sources that are bearing an increased burden as a result of regulatory delays by the EPA. The U.S. Tax Code provides for tax-exempt bond financing for a number of public and some private entities for a number of purposes that contribute to the public good. Through reduced borrowing costs, the government encourages investment in airports, maritime transport facilities, commuting families, water treatment, solid waste disposal, and local electric transmission. Prior to 1986, investment in air pollution control equipment was also encouraged in this way. However, during the massive rewrite of the tax code in 1986 air pollution was not recognized as a priority. I feel very strongly that at a time when massive air pollution investments are being mandated for the public good, we should allow for some assistance in financing their implementation as quickly as possible.

The Clean Air Investment Act will assist all industries in non-attainment areas finance the necessary investments that we are asking them to make. By reducing the cost of this investment, even by a couple of percentage points, we can help protect our prosperity and save American jobs. All Americans want clean air but we also want a strong economy. By providing lower costs to achieve reduced point service emissions Congress can aid in meeting both of these goals.

REGARDING CHINA, IS IT GETTING PERSONAL?

HON. DOUG BEREUTER

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 4, 2001

Mr. BEREUTER. Mr. Speaker, this Member wants to call his colleagues attention to the article by Jim Hoagland in the Washington Post on April 4, 2001. He most assuredly is correct that it is highly unlikely that the collision between a U.S. Navy EP-3E surveillance aircraft and the high performance F-8 fighter interceptor was caused by the American aircraft. That collision, undisputedly, took place in international airspace, so no apology is owed or should be delivered by our Government. The recent harassment of our surveillance aircraft by Chinese interception in the region, as