

policies that sent them there. That is why I cannot "express . . . unequivocal support and appreciation ... to the President ... for his firm leadership and decisive action in the conduct of military operations in Iraq as part of the ongoing Global War on Terrorism." There is no convincing evidence that Iraq was involved or connected to Osama bin Laden, Al Qaeda or the events of September 11, 2001—despite President Bush's many failed attempts to morph the two, in order to convince the American people that there is such a connection.

Most Americans think that when our young men and women are risking their lives on the battlefield that Democrats, Republicans and Independents in this House would come together in a non-partisan manner to support our troops—because everyone does support them. An appropriate resolution supporting our troops in the Senate passed earlier by a vote of 99–0. But the Republican extremists in the House have no shame and no limits. They will politicize the blood of our soldiers if they think they can gain a political advantage. They have never met an issue they were unwilling to "wedge." That's what Section 1 of this resolution is designed to do—create a wedge issue. I have no problem with Sections 2 and 3.

Many Democrats, myself included, separate support for the troops from support for the President's policy. But the Republicans deliberately joined the two so they could make it a political wedge issue. Therefore, if you vote "for" the resolution it appears that you support the President's policy. But if you vote "against" the resolution, the Republicans intend to paint you as against our troops and unpatriotic in future elections. In other words, the Republicans have deliberately tried to set a "Catch 22" trap. Thus, to avoid the "damned if you do and damned if you don't" wedge issue the Republicans created, I am voting "present" on an issue for only the second time since I came to Congress on December 12, 1995.

I do not support the President's policy in Iraq. Indeed, I filed a federal lawsuit to stop the President from going to war in Iraq without a declaration of war from Congress. I believe the President's actions in Iraq are unconstitutional and in violation of international law. Article 1, Section 8 of the Constitution says Congress alone—not the President—has the power to declare war. The October resolution was not a declaration of war! Indeed, I believe that not just going to war without a declaration of war, but the attempt to cede such war-making powers to the President in the October Resolution was unconstitutional. And there is nothing in U.S., UN or other international law that justifies the unprecedented doctrine of preemption—preemptively attacking another sovereign country without first being attacked, or without presenting convincing evidence to the American people and the world that such a threat or attack is imminent.

Therefore, I am concerned about a UN-ignored, but U.S.-led preemptive policy that has weakened the United Nations, weakened the structures of "collective security," and weakened the rule of international law.

As the wealthiest and only superpower in the world, the U.S. has the most economic and military interests in the world. The United Nations, collective security, and the rule of international law have well-served those U.S. interests. Weakening any of them increases

the threat to U.S. interests at home and abroad.

So today, even as I give our young men and women in Iraq my unconditional support, I also renew my dedication to strengthening the United Nations, collective security, and the rule of international law. They help guarantee peace and security in the world and, when fully utilized, make it less likely that American service men and women may have to be sent to possibly make the ultimate sacrifice in defense of our country in the future.

PERSONAL EXPLANATION

HON. ADAM SMITH

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 27, 2003

Mr. SMITH of Washington. Mr. Speaker, due to family reasons, I missed the following rollcall votes:

Motion to Suspend the Rules and Pass. Sponsor: Representative RON KIND; Motion agreed to: 411–13. To promote Department of the Interior efforts to provide a scientific basis for the management of sediment and nutrient loss in the Upper Mississippi River Basin, and for other purposes.

Mr. Speaker, due to family reasons, I was unable to vote on rollcall No. 85, a motion to suspend the rules and pass H.R. 961, the Upper Mississippi River Basin Protection Act. Had I been present, I would have voted "yes".

Motion to Suspend the Rules and Pass. Sponsor: Representative CHRIS CANNON; Motion agreed to: 423–0. To revise the boundary of the Glen Canyon National Recreation Area in the States of Utah and Arizona.

Mr. Speaker, due to family reasons, I was unable to vote on rollcall No. 84, a motion to suspend the rules and pass H.R. 788, the Glen Canyon National Recreation Area Boundary Revision Act. Had I been present, I would have voted "yes".

HONORING A GREAT HERO FOR IRAN'S FREEDOM, AND WORLD PEACE AND SECURITY

HON. EDOLPHUS TOWNS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 27, 2003

Mr. TOWNS. Mr. Speaker, I would like to use this opportunity to ask my colleagues in the U.S. House of Representatives to observe a moment of silence for a great man who is no longer among us, Ebrahim Zakeri. The late Mr. Zakeri was a great champion of freedom that not only helped the Resistance Movement to establish freedom and democracy in Iran, but he also fought for human dignity, global peace, and security.

As the Chairman of the Security and Counter-terrorism Committee of the National Council of Resistance of Iran, Ebrahim Zakeri was truly a resistance hero and a symbol of devotion, struggle and selflessness for the cause of Iran's freedom, as well as global peace and security. His mother was also executed at the age of 70 after suffering extreme torture in Evin Prison.

My colleagues in the House remember, that last August, I circulated information about the

Iranian regime's nuclear program and the two new nuclear sites that Iran was using to threaten world peace and security. The information was made available by the committee that Ebrahim Zakeri chaired.

Ebrahim Zakeri was an assistant professor in the Department of Communications at Tehran University. He was imprisoned by the Shah from 1972 to 1975. About one year after his release from prison, he was rearrested and sentenced to life imprisonment. He was among the last group of prisoners to be freed by the people at the time of the Revolution in 1979. He was a candidate for parliamentary elections in Abadan after the revolution that overthrew the monarchy. Despite a strong propaganda campaign against the Mojahedin and ballot rigging, the regime was forced to announce that he received the second highest number of votes in the election.

He then served in different posts at the National Liberation Army of Iran (NLA). Ebrahim Zakeri was a member of the General Command of the NLA and became a member of the National Council of Resistance of Iran in November of 1992. In 1993, he was appointed Chairman of the Security and Counter-terrorism Committee of the NCRI. Since then, his committee has exposed many of the Intelligence Ministry's terrorist plots, as well as Tehran's efforts to obtain nuclear weapons.

In a word, his 31 years of struggle serve as a lesson and a guide for the young people of his country, and will always be honored by our nation and certainly by my colleagues in the U.S. Congress. I express my condolences to the Iranian people and to the Resistance's President-elect, Mrs. Maryam Rajavi.

INTRODUCING THE SECURING TRANSPORTATION ENERGY EFFICIENCY FOR TOMORROW ACT

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 27, 2003

Mr. OBERSTAR. Mr. Speaker, today I have introduced the "Securing Transportation Energy Efficiency for Tomorrow Act" (the STREET ACT). This bill recognizes the close connection between transportation policy and energy policy. In many respects, transportation policy is energy policy. Our transportation energy needs are increasing, but we have not done enough to be able to meet these needs with new technologies and alternative fuels. As a result, our dependence on foreign oil continues unabated.

Today, the transportation sector consumes a greater share of petroleum (66 percent) than it did in 1973 (50 percent). Each year for the past two decades, energy use in the transportation sector has increased by a rate of 1.5 percent. It is time, indeed it is long overdue, for the Federal Government to lead in the development and promotion of energy efficient technologies and alternative and renewable fuels.

As the Nation's largest energy consumer, the Federal Government is in a unique position to promote energy conservation and efficiency, particularly in the transportation sector and in the operation of Federal buildings. The STREET ACT ensures that the Government does just that. The bill authorizes more than

\$2 billion to promote greater energy efficiency and further the development and use of alternative and renewable fuels on our highways, railroads, airplanes, ships, and in our Federal buildings.

For example, the bill provides for the use of photovoltaic solar energy systems (photovoltaics) in our Federal buildings. Photovoltaics reduce the consumption of fossil fuels and offer distinct advantages over diesel generators and primary batteries. They are highly efficient and have no moving parts, so the need for maintenance is virtually non-existent. Over twenty-five Federal buildings throughout the country, from Boston, Massachusetts to San Francisco, California, already use photovoltaics to great effect. This bill seeks to fulfill the promise of the Million Solar Roofs Initiative of 1997 of having photovoltaic solar energy systems installed in 20,000 of our Federal buildings by 2010.

In addition, the bill authorizes the Economic Development Administration (EDA) to make grants for the development of brightfield sites. Brightfields are brownfield sites, i.e., abandoned or contaminated property sites, which are redeveloped using solar energy technologies. Brightfields are being successfully developed across the country. This bill allows the EDA to contribute to this development by providing assistance to economically distressed communities so that they can redevelop contaminated or abandoned property. Making these properties viable for commercial use can significantly improve the economic opportunities in the area where the brightfield site is located.

The bill also provides for the development and deployment of new technologies to create cleaner, more fuel-efficient engines for use in all modes of transportation including on rail, in water, and in the air. The bill authorizes the Department of Transportation to enter into public-private partnerships with universities and industry leaders to promote the development of cleaner, more fuel-efficient engines for our Nation's railroads, ships, and airplanes. These clean engines would help reduce ozone-forming emissions and would be especially significant in areas of nonattainment. Research on many of these projects has already begun, and this bill ensures that the Federal Government remains committed to the development and deployment of these promising new technologies.

To promote the use of cleaner energy on our Nation's highways, the bill establishes a grant program by which the Department of Transportation can make up to ten grants for the development and demonstration of fuel cell-powered buses. Heavy-duty vehicles, which include buses, account for only 6 percent of the total vehicle population, but generate 60 percent of nitrogen oxide emissions and over 80 percent of all particulate matter emissions. Fuel cell buses would reduce pollution on our roads through the use of a clean, environmentally-friendly energy source and would help reduce our dependence on foreign oil. Further, we are falling behind other Nations in the development of these technologies. While there are a few prototype buses currently being tested in this country, the European Union has stated its goal of deploying 30 buses for revenue use in ten European cities by the close of this year. We cannot cede another transportation technology to our foreign competitors. We should lead the

world in the research, development, and deployment of fuel cell bus technology.

In addition, the bill provides a \$75 transportation fringe benefit to employees who commute to work by bicycling, carpooling or car-sharing. Currently, employees who drive to work can receive a \$190 per month parking benefit and employees who use transit can receive up to \$100 per month. This bill represents a first step in extending those benefits to citizens who choose to promote energy conservation while commuting to and from their jobs.

Mr. Speaker, the war with Iraq has once again focused our attention on the need to reduce our dependence on foreign oil. It is time to make a real and lasting commitment to the development of these new technologies and the use of alternative and renewable fuel that can help make America more self-sufficient in meeting her energy needs. We have the means available; the place to begin is with the Federal government and with this bill.

A detailed summary of the bill's provisions is attached.

SECURING TRANSPORTATION ENERGY EFFICIENCY FOR TOMORROW ACT OF 2003 (THE STREET ACT)

The Securing Transportation Energy Efficiency for Tomorrow Act (the STREET Act) recognizes the connection between energy policy and transportation policy and the importance of utilizing new technologies and alternative fuels to meet our transportation energy needs. The STREET Act promotes the Federal Government's leadership in the development and utilization of alternative and renewable fuels in the transportation sector and in the operation of Federal buildings. Our Nation's energy needs are increasing. Energy use in the transportation sector alone has increased by a rate of 1.5 percent each year for the past two decades. The vast majority of that energy (approximately 99 percent) comes from traditional fuels. Today, the transportation sector consumes a greater share of petroleum (66 percent) than it did in 1973 (50 percent).

As the Nation's largest energy consumer, the Federal Government is in a unique position to promote energy efficiency and the use of alternative and renewable fuels. The STREET Act authorizes more than \$2 billion in federal funds to promote greater energy efficiency in our transportation sector and our Federal buildings, and to further the development and use of alternative and renewable fuels in our highways, our railroads, our airplanes, our ships, and in our Federal buildings.

ECONOMIC DEVELOPMENT AND PUBLIC BUILDINGS

Photovoltaic Solar Energy Systems for Public Buildings. Amends the Public Buildings Act of 1959 to authorize the Administrator of General Services to establish a photovoltaic energy commercialization program for the procurement and installation of photovoltaic solar energy systems for electric production in new and existing public buildings. The purposes of this section include a reduction in fossil fuel consumption and attainment of the goal of installing 20,000 solar energy systems in federal public buildings set forth in the Federal Government's Million Solar Roof Initiative of 1997. The bill authorizes approximately \$1.3 billion over 5 years for this program.

Capitol Complex Energy Efficiency. Authorizes the Architect of the Capitol to conduct a study to evaluate the energy infrastructure of the Capitol complex to determine ways to in-

crease energy efficiency including the use of photovoltaic solar energy systems, district heating, and other unconventional and renewable energy resources. The bill authorizes such sums as may be necessary for this study.

Brightfields. Amends the Public Works and Economic Development Act of 1965 to authorize the Secretary of Commerce to carry out a demonstration grant program for the development of brightfield sites. Brightfield sites are defined as brownfield sites that are redeveloped using solar energy technologies. The bill authorizes \$200 million over 5 years for this grant program.

SURFACE TRANSPORTATION

Highway Fuel Conservation. Establishes a grant program through which the Secretary of Transportation may provide grants to States and local governments for projects designed to make operational improvements to reduce fuel consumption on Federal-aid highways and roads, including data collection and analysis for improved traffic signal timing, implementation of improved and coordinated traffic signals, and planning and implementation of freeway management systems. The bill authorizes \$200 million over 5 years for this grant program.

Fuel Cell Bus Technology. Amends Section 5308, Title 49 of the United States Code to allow the Secretary of Transportation to make grants to up to 10 recipients for the research and development of fuel cell bus technology. Preference is given to grant applicants who have an existing fuel cell bus technology program and have made investments in hydrogen fuel cell infrastructure. The bill authorizes \$300 million over 5 years for this grant program.

Conserve by Bicycling. Authorizes the Secretary of Transportation to establish a pilot program that would provide funding for up to 10 geographically dispersed projects to encourage the use of bicycles in place of motor vehicles. The bill authorizes \$10 million for this program.

Energy Impacts. Requires that environmental impact statements prepared for Federal-aid highway and transit projects quantify and consider energy impacts as an environmental consequence of the project. Currently, Federal Highway Administration guidelines state that energy impacts should be considered as one of 25 environmental consequences in an EIS. However, the guidelines state that "except for large projects, a detailed energy analysis . . . is not needed." As a consequence, the energy impact of smaller-scale projects is often not quantified and not thoroughly considered. This section remedies that by requiring that all Federal-aid highway and transit projects quantify and consider energy impacts.

Extension of Transportation Fringe Benefits. Amends section 1320(f) of the Internal Revenue Code to include as a transportation fringe benefit that is excludable from an employee's gross income, a \$75 commuting allowance for employees who commute to work by bicycling, carpooling or car-sharing.

Railroad Efficiency. Authorizes the Secretary of Transportation, in conjunction with the Administrator of the Environmental Protection Agency, to establish a public-private research partnership to develop and demonstrate locomotive technologies that increase fuel economy, reduce emissions, and lower costs. The bill authorizes \$105 million over 3 years for this program.

AVIATION

Clean Airport Bus Pilot Program. Directs the Secretary of Transportation to establish a pilot grants award program for the acquisition of buses powered by alternative fuels and low-sulfur diesel fuel at public airports through airport bus replacement and fleet expansion grants. Grants are to be used to purchase buses powered by alternative fuels and low-sulfur diesel fuel to be used as part of the airport fleet for a minimum of 5 years and, to the extent possible, grants are to be awarded to ensure a broad geographic distribution with no State receiving more than 10 percent of the available grant funding. The bill authorizes \$200 million over 5 years for this grant program.

Clean Aircraft Engines. Authorizes the Administrator of the Federal Aviation Administration to establish a public-private research partnership with the National Aeronautics and Space Administration, research universities, and members of the aero-propulsion industry to develop a clean ground demonstrator engine utilizing technologies developed by NASA and to focus on the development and certification of environmentally friendly manufacturing technologies, materials, and overhaul and repair. The bill authorizes such sums as may be necessary for the establishment of this public-private partnership.

WATER RESOURCES

Marine Efficiency. Authorizes the Secretary of Transportation to establish a public-private research partnership with the Federal Government, vessel operators, ports, terminal operators, shipyards, and equipment suppliers to develop and demonstrate technologies that increase fuel economy, reduce emissions, and lower costs of marine transportation and increase the efficiency of intermodal transfers. The bill authorizes such sums as may be necessary for the establishment of this public-private partnership.

Improving Hydropower Capabilities. Directs the Secretary of the Army to study the potential for reduced fossil fuel consumption through an increase in U.S. hydropower capabilities at dams owned or operated by the Corps of Engineers.

Encouragement of Prohibitions on Great Lakes Off-Shore Drilling. Contains a finding by Congress that environmental dangers associated with off-shore drilling in the Great Lakes for oil and gas outweigh the potential benefits of such drilling and encourages the Great Lake states to continue to prohibit off-shore drilling for oil and gas where such prohibitions already exist and to enact a prohibition of such drilling where one does not yet exist.

RECOGNITION OF THE OAK PARK BUSINESS EDUCATION ALLIANCE

HON. SANDER M. LEVIN

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 27, 2003

Mr. LEVIN. Mr. Speaker, I rise today to recognize the Oak Park Business and Education Alliance (OPBEA) at their Annual Community Awards Luncheon on Friday, March 28th at Glen Oaks Country Club in Farmington Hills.

The Oak Park Business and Education Alliance is a non-profit organization of educators, businesses and government entities. This or-

ganization marshalls important segments of the community to focus on increasing educational opportunities for Oak Park students. Since its inception in 1993, they have become an invaluable asset to the community.

On Friday, this fine organization will honor a community activist, Mike Tobin, and a community institution, Oakland Community College.

Mike Tobin, President of Mike Building Company of Farmington, learned his trade from his father who from the beginning concentrated on building homes that would open the residential market to more families. That practice continues today because Mr. Tobin's his first love is the single family affordable home. He shares the enjoyment of first-time buyers when they realize they have become "homeowners." Aside from his love of building, and his commitment to the future of the building industry and the workforce of tomorrow, Mr. Tobin is a recognized leader in the community and a devoted supporter of many charities and institutions, including the OPBEA.

Oakland Community College (OCC) established in 1964, began with 2 campuses and was proud of its initial enrollment of 3860 students. Today, they have grown to more than 27,000 students covering 5 campuses in Oakland County. OCC is an invaluable resource for the community, the region and the State as they provide a wide range of affordable services and educational opportunities to students of all ages. OCC is an active participant in the OPBEA Board as a connecting link between education and employment.

Mr. Speaker, I ask my colleagues to join me in congratulating Mike Tobin, Oakland Community College and the Oak Park Business and Education Alliance and wish them success in their future endeavors.

TRIBUTE TO STEVE AND JEANNE BECKLEY

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 27, 2003

Mr. McINNIS. Mr. Speaker, it is with great pride that I rise today to recognize Steve and Jeanne Beckley of Glenwood Springs, Colorado. The Beckleys are dedicated members of the Glenwood Springs community, and it is my honor to pay tribute to their accomplishments before this body of Congress and this great nation.

Steve and Jeanne are the owners of Glenwood Caverns, a landmark tourist attraction in the Glenwood Springs area. Recently, they have expanded the caves into a year-round attraction, beginning construction of an aerial tramway to be completed this spring, which will allow visitors to access the site from Iron Mountain. Their contributions to tourism in Glenwood Springs will help to bring even more visitors to the area. For their efforts, the Beckleys were recognized as Glenwood Springs Chamber Resort Association's Citizens of the Year for 2002.

Mr. Speaker, it is with honor that I commend Steve and Jeanne Beckley before this body of Congress and this great nation for their efforts in the Glenwood Springs community. Their contributions have greatly benefited the people of Glenwood Springs and I am honored to

have this opportunity to represent such fine Coloradans. I wish both Steve and Jeanne the best of luck with all of their future endeavors.

FISCAL WINDS OF WAR

HON. DOUG BEREUTER

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 27, 2003

Mr. BEREUTER. Mr. Speaker, this Member commends to his colleagues this March 27, 2003, editorial from the Omaha World Herald. The editorial rightly praises the other body for its vote to reduce the President's proposed tax cut in the budget resolution in the face of the cost of the war in Iraq.

[From the Omaha World-Herald, Mar. 27, 2003]

FISCAL WINDS OF WAR

Cutting taxes in an effort to reinvigorate a sputtery economy is an idea that has merit, and the Bush administration can be praised for pursuing the effort. But the U.S. Senate, in its surprise vote on Tuesday, got it right: \$726 billion was simply too much in the face of an open-ended and obviously costly war with Iraq.

The Senate, in a stance it reconfirmed yesterday, voted to reduce the tax cut (as part of a \$2.2 trillion budget) to \$350 billion, still a substantial tax reduction. Next comes the haggling between House and Senate, since the House-approved version would give President Bush the full \$726 billion cut he sought.

By the best available evidence, the administration lost track of its vote tally in the Senate. It asked for an initial \$75 billion for the war in Iraq, evidently confident that it would win both that and the full tax reduction. But the Senate, by a narrow margin, opted for prudence. The majority rightly saw the \$75 billion as a down payment—enough to sustain the effort for six months, with more bills to come later and yet more after that as the effort gets under way to reconstruct Iraq.

Bush's reluctance until this week to put even a tentative price tag on the Iraq war and aftermath has raised a question in our minds: Is the administration concerned that domestic support for the war will fade if the average American is asked to sacrifice something?

If so, we would hope to disabuse the White House of such a notion. Several recent polls suggest that 70 to 75 percent of Americans support this effort to dislodge the evils of Saddam Hussein. We believe that if it takes giving up (at least for now) part of a proposed tax cut to undergird the fight financially, most Americans are ready to do that.

We are reminded of World War II, when Americans willingly observed meatless days, endured gasoline rationing, drove on bald tires and so on to bolster the war effort. We have no reason to believe that today's citizens are made of less stern stuff.

Congress should unhesitatingly give the president the war funding he is asking for. His tax-cut plan can be revisited later. Meanwhile, as a people we're in this fight and had better pay for it. (Don't forget the hyperinflation that resulted from President Lyndon Johnson's insistence on conducting the Vietnam war on the cuff.)

Congress has a duty here, too. Whatever tax-cut figure it ends up with, it should make good on its word: Spend the difference on the war, and if there's any left, shore up the Social Security system. Any other use of the funds constitutes a breach of promise.