

Society for Technology Assessment, the International Association for Impact Assessment, the Association for Women in Development, the Ecological Society of America, etc. Two staff formed the Risk Assessment and Policy Association and others went on to found their own companies.

Above all else, OTA staff were teachers. As a result of their efforts, hundreds of thousands of people are better informed not only about science and technology but also about the structure and function of Congress. OTA served 30–60 congressional committee and subcommittees each year. Thirty-one Senators and Representatives had the privilege to serve on OTA's Technology Assessment Board and we became among the Congress' most knowledgeable members on issues of science and technology.

Each year, at least several hundred advisory panelists and workshop participants also took part in OTA's work. Some years, OTA tapped as many as 1,500 leaders from academia, non-governmental groups, State and local governments, and industry. OTA's advisors valued the experience and said it made them more fit for decisionmaking in their own fields. Some were experts; some were stakeholders. Still other were members of the larger public. As early as 1975, OTA incorporated public participation and stakeholder involvement into a major study of offshore energy development: Nearly 15,000 people were involved. Later approximately 800 African farmers and herders were included in an evaluation of the United States-funded African Development Foundation.

In addition, OTA provided 71 scientists and engineers with a challenging and memorable year on Capitol Hill as Morris K. Udall Congressional Fellows or congressional fellows in health policy. Many of OTA's younger employees gained a taste for research—and for public service—at OTA and went on to graduate school to become the next generation of business leaders, scientists, engineers, and policy analysts.

OTA's record depended upon remarkable support staff as much as it did on the agency's analytical staff. Their work was the standard against which other Government agencies were measured—and often found lacking. People came from around the world to attend OTA meetings—and often commented that OTA's workshops were the most well supported, best organized, and most productive they had ever attended. Contractors were gratified by the ease with which their travel arrangements and invoices were handled. OTA processed hundreds of security clearances efficiently and without incident—without which OTA could not have done its work in national defense. Reports sped through OTA's publishing process and grew steadily more attractive through the years. The staff of OTA's Information Center could find even the most obscure research material—and provided a friendly agencywide gathering place. The Information Center, the technical support office, and the agency's electronic dissemination program kept OTA at the cutting edge of technology for research and for public access to the agency's work.

OTA was a small agency. It was a generous place. For some, colleagues became like second families and these relationships extended to committee and personal staffs. Friendship, joy, and grief seemed to be shared without re-

gard to job description. Many at OTA value this legacy as much as any other. But of course, OTA was not perfect. At times, its greatest strengths—flexibility, tolerance, the preponderance of technical skills—became its biggest weaknesses. One outsider looked at OTA's work and commented, "You must have just about the most interesting job there is." I know that many at OTA, for much of their time, felt exactly that way.

Although OTA closes on September 29, 1995, the Congress will continue to benefit from its work. Stark evidence of the dedication of OTA staff is the fact that they continued working to the end. More than 30 reports will be delivered to requesting committees even after the doors are closed.

OTA soon will be a memory, and we will discover what is lost. But we can salvage something. Those of us who have used OTA reports know that most of them have long shelf lives. The really important issues—the issues OTA worked on—do not get solved and go away in one Congress. In January 1996, all of OTA's reports will be issued on CD-ROM—OTA's final legacy. We should be proud of it.

NATIONAL HIGHWAY SYSTEM
DESIGNATION ACT OF 1995

SPEECH OF

HON. JOSEPH P. KENNEDY II

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 20, 1995

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2274) to amend title 23, United States Code, to designate the National Highway System, and for other purposes.

Mr. KENNEDY of Massachusetts. Mr. Chairman, I rise in strong support of the Lowey zero tolerance amendment to the national highway bill. At last, we have an amendment which will provide a Federal standard for making driving laws consistent with drinking laws. By restoring sensibility to our impaired driving laws, zero tolerance provisions make it illegal for underage persons to drink any amount of alcohol and then drive.

Driving inexperience and risk-taking behavior often leads teens to dangerous driving situations. If alcohol is introduced in the equation, it often becomes a deadly mixture. Research shows that young drivers are particularly susceptible to impaired judgment when driving under the influence of even small amounts of alcohol. A survey of Massachusetts teenagers who admitted consuming five or more drinks showed they were twice as likely to drive 20 miles over the speed limit, run red lights, and make illegal turns—and many without wearing their seat belts.

As of May 1995, 32 States and the District of Columbia have established lower blood alcohol contents [BAC's] for youthful drivers. Such provisions should be indiscriminately applied across all State lines, sending a clear message to our Nation's teens: If you are under 21 years old and are driving with any level of blood alcohol consumption, you will be considered intoxicated and your driver's license will be temporarily revoked.

Each year for the past decade, between 2,400 and 5,400 youths aged 15 to 24 were

killed in alcohol-related crashes. If this amendment were adopted, it is estimated at least 375 single vehicle night fatal crashes would be prevented each year. These are more than just numbers—these are lives.

I applaud my colleague from New York, Ms. LOWEY, for her leadership in offering this amendment. I believe the time has come for us to engage in a national debate over the merits of formulating a new comprehensive alcohol policy. To that end, I am planning to offer a comprehensive alcohol bill in the coming weeks and would encourage my colleagues to lend their support. One provision of this bill parallels the ideas conveyed in the amendment we are debating today—establishing a national zero tolerance law for underage drinking drivers.

Responsible legislating can be manifested in various forms. Passing the Lowey zero tolerance amendment is the responsible thing to do. I urge my colleagues to adopt this amendment.

FLOWER SHOW SPONSOR EXHIBITS
MORE THAN LOVE OF FLOWERS

HON. SHERWOOD L. BOEHLERT

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1995

Mr. BOEHLERT. Mr. Speaker, I rise today to commend to you John Hordines, who sponsors an annual flower show in my district at his farm in East Branch, NY. In his third year of running this flower show, which he does at his own expense, Mr. Hordines will have 31 entries from as far away as Florida and California. He does it for the love of flowers. And it's evident that plenty of people in this country share his enthusiasm, since 20 million Americans raise flowers.

Mr. Hordines shows some qualities that I greatly admire: initiative, self-reliance, and generosity. His flower show, which is only open to amateurs, is a great example of these attributes. I encourage everyone to attend this year's flower show, which will be on October 1.

MORE BEIJING THREATS

HON. DAVID FUNDERBURK

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1995

Mr. FUNDERBURK. Mr. Speaker, earlier in the year the House shamelessly handed the aging rulers of Communist China another bloodless victory. The House, the Senate, and the President gleefully renewed legislation granting most favored nation trading status to Red China.

I said then and I say now that kowtowing to the old boys in Beijing is a stain on American honor. Communist China has murdered millions. It runs the world's most sinister and extensive gulag. Its slave camps turn out textiles which put people in my State out of business. It continues systematic persecution of religious and political dissidents. The Beijing rulers even had the gall to arrest Chinese American freedom fighter Harry Wu and then threaten retaliation against American interests because

we allowed the President of the Republic of China—free China—to visit the United States.

Mr. Speaker, as if that were not enough, there is another facet to the Chinese problem which is potentially more ominous than all of the Chinese crimes which I have cataloged. The Chinese are engaged in the most aggressive military modernization program of any nation in the world. They are building and buying a blue water navy. They have recently completed a series of offensive missile tests off the coast of Taiwan.

Taiwan poses no military threat to the Beijing dictators. There is only one reason for the Communists to embark on a missile buildup. They are deathly afraid that free China, with its robust markets and its expanding democracy, will provide the world with a stark contrast to the crimes and deficiencies of the Communist dictatorship. They believe that their missile tests will intimidate free China and force it off the world stage. Of course, they don't understand the mettle of free people.

Mr. Speaker, our State Department has turned a blind eye to the threat posed to all of Asia by Beijing. While the Communists arm, Foggy Bottom does business as usual. Enough is enough. It is time to finally take a stand for freedom and draw a line in the sand against Communist aggression before its too late for our friends on Taiwan and across Asia.

Mr. Speaker, I have included for the House's review a chronology of Beijing's latest series of threats against free China.

CHINESE MISSILE TESTS

Background: September 30, 1994, President Lee Teng-hui of the Republic of China told the Wall Street Journal that he was willing to meet with PRC leaders to discuss relations between the ROC and the PRC. Beijing said no.

January 30, 1995, PRC leader Jiang Zemin issued an eight-point plan for future bilateral relations between the mainland and Taiwan.

April 8, 1995, President Lee formally responded to President Jiang's eight points with a six-point counterproposal.

May 22, 1995, bowing to Congressional pressure, President Clinton decided to allow President Lee to visit Lee's alma mater, Cornell University.

June 9, 1995, President Lee delivered the Olin Speech at Cornell University.

July 21, through 26, 1995, PRC forces staged ballistic missile exercises near Taiwan. The missiles were all MTCR class, four short range and two intermediate range. All were modern, mobile nuclear-capable. The tests in the open sea 80 miles from Taiwan forced the closure of fisheries and the diversion of commercial flights. The Taiwan stock market promptly plunged 6.8 percent amid jitters about a Chinese attack.

August 15 through 25, 1995, PRC forces resumed military exercises in the Taiwan Strait. A second round of guided missile tests. Firings of guided missiles and live artillery shells in the East China Sea north of Taiwan. The tests zone off Zhejiang is a few miles north of the area where China's military test-fired six surface-to-surface missiles from July 21 through July 26.

In addition, PRC launched strong personal attacks on President Lee Teng-hui. PRC's People's Daily (overseas edition), in four separate commentaries, called Lee stubborn, insisting on separating Taiwan from the motherland, creating two China's employing "money diplomacy," "vacation diplomacy" and "alumni diplomacy." Lee is a traitor and an advocate of Taiwan independence.

President Lee's response to the PRC: In a September 1 interview with Thomas Friedman of the New York Times, President Lee makes clear that "he is not seeking internationally recognized independence for Taiwan . . . desire to . . . resume the quiet dialogue that had been going on between Beijing and Taipei. . . ."

Results of the missile tests and personal attacks on Lee: Fear and panic throughout Taiwan. The stock market plummeted to a 20-month low. Land prices sagged. Also, the Taiwan dollar has hit a 4-year low of 27.36 to the U.S. dollar.

PRC's motives: cutting support for President Lee Teng-hui and creating tensions in the Taiwan Straits before the island's December parliamentary elections and next March's presidential elections. Warning Taipei not to try to raise its world status such as returning to the United Nations or practicing "pragmatic diplomacy."

PRC threats continue: The worst nightmare in Asia is a Chinese invasion of Taiwan. PRC regards Taiwan as a renegade province, and repeatedly warns that it reserves the right to use force to recover Taiwan.

Clinton administration's response to China's escalation of its war of nerves against Taiwan has been nearly non-existent. Wall Street Journal (8/17/95) warns that if the administration "continues to treat the threats to Taiwan with nonchalance, it will risk new political instability in a region that has been the major contributor to global economic growth."

What is needed now? Wall Street Journal (8/17/95) calls for the Seventh Fleet to patrol the area: "The U.S. has held back out of fear of seeming provocative over what looked like a shadow boxing exercise. But that has sent the wrong message, as China's escalation of the tests has demonstrated."

NATIONAL HIGHWAY SYSTEM DESIGNATION ACT OF 1995

SPEECH OF

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 20, 1995

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2274) to amend title 23, United States Code, to designate the National Highway System, and for other purposes:

Mr. OBERSTAR. Mr. Chairman, the bill before us makes grave changes in the Nation's highway safety law, repealing national speed limits and mandatory helmet laws. The result will be a new, enormous unfunded mandate: Costs to the States as well as to the Federal Government and the general public of emergency, rehabilitative and long-term health care for those injured because these protections are gone; costs to employers of lost workdays; and costs to insurance companies, paid for by everyone who purchases insurance. An incalculable costs to family and friends, and to the victims themselves, who might have avoided injury or death if speed limits and helmet laws had remained in place.

The amendment I intended to offer would have required States, prior to raising their speed limits, to take a snapshot of the current costs of motor vehicle crashes, and another snapshot 1 year later, after changes had gone into effect. If we are going to permit repeal of

safety laws, we should at least know the consequences of these actions.

The amendment agreed to with my good colleagues, which I offer now, is more modest. It requires the Secretary of the Department of Transportation, in cooperation with any State that raises its speed limit, to prepare a study of the costs to the State of deaths and injuries resulting from motor vehicle crashes, and the benefits associated with the repeal of the national maximum speed limit.

To provide meaningful, useful information, the report should include information on the costs before the State changes its safety laws, and after. It would thus be my intent that the Secretary's report, due September 30, 1997, include information on the costs of motor vehicle crashes in the year before changes go into effect; and again a year later.

That report should include, at a minimum, the costs of acute, rehabilitative and long-term medical care, sources of reimbursements and the extent to which these sources cover actual costs; and the costs to all levels of government, to employers, and others.

All States are not alike. Each State will want to know its own data, so that it can determine whether its problems are coming from alcohol-related or speed-related causes, from not wearing seatbelts or helmets, or other causes, and perhaps adjust its laws accordingly.

The report should therefore also include additional factors such as whether excess speed or alcohol were involved in the accident, whether seat belts and motorcycle helmets were used by those involved in the crash, and any other factors the Secretary may wish to add, or State to know.

We do know that the costs of motor vehicle crashes are substantial, even with the current laws in effect. NHTSA's data indicate that the lifetime economic costs of motor vehicle injuries, fatalities and property damage that occurred in 1990 will be \$137.5 billion. American taxpayers will pay \$11.4 billion of that total to cover publicly funded health care (\$3.7 billion), reduced income tax revenue (\$6.1 billion) and increased public assistance expenses (\$1.6 billion).

The lifetime economic costs of alcohol-related motor vehicle injuries, fatalities and property damage that occurred in 1990 was \$46.1 billion. Of this, the American taxpayer will pay \$1.4 billion to cover publicly funded health care and \$3.8 billion to cover reduced income tax revenue and increased public assistance.

States and the National Highway Traffic Safety Administration [NHTSA] have good data now on which to base the first report. NHTSA has been working with the States to develop such databases.

States want and need these data. The National Association of Governors' Highway Safety Representatives wrote on behalf of my original amendment:

NAGHSR believes that such a requirement is both reasonable and necessary. It would allow every state to establish a baseline of data with which to determine the costs of motor vehicle crashes prior to the repeal of the mandatory federal safety requirements. It would also allow a state to determine the changes in these costs over time. States would be able to use the information to evaluate the effectiveness of their highway safety programs and Safety Management Systems. * * * The requirement will not be onerous to the States since crash cost information is already available through NHTSA.