

BART SFO Extension, is funded by state and local sources. All of the operating costs on each extension, including the BART SFO Extension, are being funded 100 percent locally. Only the BART SFO Extension is a recipient of federal capital funds. The project is an excellent model for federal, state and local cooperation.

Mr. Speaker, the San Francisco International Airport is one of the country's fastest growing airports and has undertaken a locally funded \$2.4 billion expansion program which includes a new international terminal and will double the size of the existing terminal. By the year 2006, SFO is projected to increase air passenger travel by 70 percent, or 51 million total travelers a year. Without the BART SFO Extension the impact on traffic congestion and air pollution along adjacent Bay Area freeways would be staggering.

The BART SFO Extension is a long-awaited regional project and is taking shape after more than two decades of painstaking planning, consensus-building, and the tireless efforts of a remarkable partnership forged among local, regional, state and federal officials and funding entities. In the past year, significant progress has been made on the BART SFO Extension. As a longtime supporter of the BART SFO Extension, I am pleased to report that construction is well underway and progressing rapidly.

Mr. Speaker, the recent editorial in the Chronicle notes that after many years of planning, analysis, public input and consensus-building, the scope of the project is well established and construction is in high gear. Naturally, cashflow needs are substantial during the construction phase. In order to keep costs within budget and avoid expensive increases in financing costs and construction delays, it is imperative that BART secure federal appropriations consistent with levels identified in the Full Funding Grant Agreement (FFGA) funding schedule and as requested by the President in his budget submitted to the Congress yesterday.

Mr. Speaker, it is time that we, as federal partners in this project speak with one voice and commit the resources promised to deliver this project. The BART SFO Extension is a sound investment in our nation's future transportation infrastructure and I encourage my colleagues to join me in supporting appropriations that meet the FFGA targets.

KEEP BART-TO-SFO ON TRACK

[From the San Francisco Chronicle, Jan. 11, 1999]

A small group of Peninsula activists continues to try to stymie BART's plans to run train service to San Francisco International Airport.

Its latest argument is that the \$1 billion project, now under construction, should be scaled back because it is running over budget and federal funding is coming in slower than expected. Specifically, the Coalition for a One-Stop Terminal (COST) has suggested that BART should scrap the portion that would extend service south of the airport, to a Millbrae station.

Given the importance of this project, we recently invited representatives of BART and COST if for an Editorial Board meeting to debate the issues.

While it was clear that BART does have some serious budget problems with the project, it was equally apparent that elimination of the Millbrae station would not make any sense from either an economic or transportation-planning standpoint.

For starters, scaling back the project would be inviting Congress to reduce the funding even further. And a perception of controversy on this project would make it easier for lawmakers to justify shifting the money to projects in other regions.

Also, the airlines have agreed to put \$113 million into the project. A major revision of the plans, such as eliminating the Millbrae extension, would require renegotiation of that hard-won pact—with the possibility of a smaller airline contribution.

Moreover, the purpose of this project is to get air travelers to take mass transit to SFO. It would seem imperative to have at least one stop south of the airport. Also, the Millbrae station would have a convenient cross-platform connection with Caltrain.

The debate about the best way to bring BART to the airport has been settled. It is time to stop the obstructionist tactics and make a strong, unified regional pitch for full congressional funding.

The region's leaders should be striving to keep this project on budget and on schedule for its December 2001 completion.

ENDANGERED SPECIES REFORM NOW

HON. WILLIAM M. THOMAS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 2, 1999

Mr. THOMAS. Mr. Speaker, when Congress begins anew this month, I will reintroduce three bills to reform the Endangered Species Act, an act that has miserably failed to safeguard species while imposing an enormous burden on American landowners. Republicans have held the House for four years now but have yet managed to pass legislation to break the grip of the so-called environmentalists and the U.S. Fish and Wildlife Service. The reason is that oversized and comprehensive bills, while entirely justified, can not garner the support needed for passage especially in light of an antagonistic Administration. Let's face it. The Administration has us in stalemate.

The strategy behind my bills is simple. We need to shake up the debate, take the negotiating victories we have won so far, introduce some new ideas, and package them in smaller, easier to pass bills. We need rifle-shot bills targeted toward specific and clear abuses by the Federal Government. We can not wait until we can patch together a political coalition to rewrite the entire Endangered Species Act. We need ideas we can win with and give you relief, now. Here are my bills:

The Fair Land Process Reform bill will ensure open and equal access to the decision making process of federal agencies and allow landowners to identify and criticize poor decisions from the onset.

Public access to scientific studies and underlying study data and a right for landowners and commercial interests to join in decision making process through a formal rule-making hearing. No more closed decisions using secret information.

A substantial evidence standard for agency listing decisions and peer review of scientific data. No more tolerance of inadequate science.

The Fair Land Management Reform bill will ensure government pays for obligations it imposes on landowners.

Landowner compensation for significant government takings.

Limit on mitigation requirements imposed by government. No more giving up 30 acres in order to use 1 acre of one's own land.

The Liability Reform bill will stop unfair government penalties against landowners.

No criminal liability for unintended and speculative takings of endangered species. No penalty for modifying so-called habitat in which no endangered species actually exists.

A "Safe harbor" and "No surprises" provision. No more broken promises and the added obligations put on landowners.

The Endangered Species Act needs to be reformed now. These proposals are a fair and balanced response to the tragic failures of the current system. I look forward to presenting my bills at House hearings.

TRIBUTE TO FRED MATTEI

HON. LYNN C. WOOLSEY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 2, 1999

Ms. WOOLSEY. Mr. Speaker, I rise today to pay tribute to an outstanding public servant, Mr. Fred Mattei, whose life-long commitment to the City of Petaluma is to be commended. Fred Mattei died last December at the age of 83 in the city that he loved. I wish to join his family, friends and colleagues in celebrating his distinguished life.

Fred Mattei spent most of his life involved in his family business, located in the heart of downtown Petaluma. Opened in 1907, Mattei Bros. became a Petaluma tradition that has been sadly missed since it closed four years ago. Mr. Mattei also served on the City Council and as Mayor of Petaluma for 15 years. During his tenure as a member of the City Council, Mayor Mattei was supportive of the adoption of the landmark growth control ordinance that was eventually upheld by the U.S. Supreme Court.

Fred Mattei's devotion to the community was admirable. In 1996, he was recognized for his long service to the community when he was given the Lifetime Achievement Award at the annual Petaluma Community Recognition Awards Ceremony. He worked tirelessly to support community organizations, including the Petaluma Rotary Club, the Petaluma Chamber of Commerce, and the Petaluma Boys and Girls Club.

Mr. Speaker, it is my distinct honor to pay tribute to Fred Mattei. His dedication to the residents of Petaluma will be greatly missed. I send my very best and my heartfelt sympathy to his family and friends.

STOP ILLEGAL STEEL IMPORTS ACT

HON. BENJAMIN L. CARDIN

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 2, 1999

Mr. CARDIN. Mr. Speaker, I'm so glad to see so many people from both sides of the aisle supporting the Stop Illegal Steel Imports Act today.

Bethlehem Steel in my hometown of Baltimore and the other great American steel manufacturers have proven that they can take a