

U.S. REP. PETER DEFAZIO

updated 9/27/02

Congressman Peter DeFazio was first elected to the U.S. Congress in 1986. He is a member of the House Resources Committee, where he serves on the Water and Power Subcommittee, with jurisdiction over the Bonneville Power Administration.

DeFazio is also a member of the Transportation and Infrastructure Committee where he serves as ranking member of the Water Resources and Environment Subcommittee with jurisdiction over the Army Corps of Engineers and Clean Water Act programs. He also serves as a member of the Aviation Subcommittee where he is a vocal advocate for consumers and aviation safety, and on the Coast Guard and Maritime Transportation Subcommittee.

Prior to his election to Congress, DeFazio served as a Lane County Commissioner.

Peter DeFazio lives with his wife, Myrnie, in Springfield with his two Chesapeake Bay Retrievers and two cats. He continues the commute to and from Washington, D.C., traveling cross-country three times a month on average to represent the people of Oregon's Fourth Congressional District.

PROFILE

“He has compiled a record as a player in the House, a voice on both resource and transportation issues.”

- The Oregonian, September 24, 2002

"Although a vocal leader of the House Progressive Caucus, and a well-known figure in House floor debate and one-minute orations, DeFazio also manages to work with Republicans across the aisle.”

- The Oregonian, September 24, 2002

"DeFazio has been good for the district.”

- The World, March 20, 2002

“DeFazio is an effective, hard-working, senior Congressman who listens to his constituents.”

- Roseburg News Review, November 2, 2001

“Congress needs a few people like DeFazio...It needs people who keep raising sensible questions about what the majority is doing.”

- Albany Democrat Herald, November 2, 2001

"We can't afford to lose such an effective fighter for the district, state and nation - and a good man - like Peter DeFazio.”

- Curry County Reporter, October 18, 2000

“Unlike many politicians, [DeFazio] has produced far more substance than show.”

- Eugene Register-Guard, October 7, 2000

“In his career, [DeFazio] has done much to earn respect as an effective legislator.”

- Lebanon Express, October 21, 2000

“He has learned how to maneuver through the often complex by-ways of Washington, but remains plain-spoken and blunt.”

- Lebanon Express, June 21, 2000

“In Congress, DeFazio has wrestled with Republicans and sometimes Democrats, for 14 years, earning a reputation as a scrappy, independent populist.”

- Eugene Weekly, January 13, 2000

“As a senior member...[DeFazio] is able to bring home the bacon for Oregon in the form of federal funding for highway projects, bridges, bicycle paths, ports and shipping channel improvements, and for environmental restoration and salmon recovery.”

- Eugene Register-Guard, April 29, 1999

“DeFazio at his core is still a crusader for ordinary consumers and workers; his favorite role is assailing rich and powerful special interests that exploit the government and the little guy.”

- Eugene Register-Guard, April 29, 1999

"It would be difficult to find someone to represent District 4 with even half of Peter DeFazio's energy, brain power and integrity."

- Eugene Weekly, October 22, 1998

“Peter DeFazio hasn’t been taken in by the fast-lane, D.C. beltline, and our readers appreciate his obvious hometown devotion, voting him best local hero.”

- Eugene Weekly, October 8, 1998

“DeFazio is one of Oregon’s best and most experienced fighters.”

- Curry County Reporter, September 28, 1998

"[DeFazio] is a serious thinker, has a sense of duty and is a scrapper."

- Willamette Week, September 26, 1995

"DeFazio is a fighter, someone willing to take on the White House, the House Democratic leadership, Weyerhaeuser, just about anybody."

- Roseburg News Review, October 30, 1994

Quotes like these have been a staple during DeFazio's time in Congress and show that his independent judgement has not hindered his ability to achieve legislative successes.

LEGISLATIVE INITIATIVES

Here are some highlights from DeFazio's legislative history. In the first section of this report, you'll find a summary of some of Peter's accomplishments in the 107th Congress, pending projects on his agenda and ongoing efforts. Towards the end of this report are selected accomplishments from past sessions of Congress.

In the 107th Congress (2001-2002)

< As a senior member of the House Transportation and Infrastructure Committee and the Aviation Subcommittee, and a long-time critic of inadequate aviation security, **DeFazio was a key player in Congress' efforts to improve aviation security following the September 11, 2001, terrorist attacks.** On September 14, 2001, DeFazio introduced H.R. 2895, legislation to federalize airport security screeners, expand the air marshal program, and restrict carry-on luggage. DeFazio was also a lead cosponsor of comprehensive security legislation, H.R. 3110, drafted with Ranking Member James Oberstar. **As a member of the Aviation Security Conference Committee, DeFazio successfully pressed for inclusion of several provisions from H.R. 2895 and H.R. 3110, in aviation security legislation approved by Congress, including federalization of security screeners, securing cockpit doors, and expansion of the air marshal program. The final aviation security measure (S. 1447) was signed into law on November 19, 2001.**

< **DeFazio offered an amendment to H.R. 4635, the Arming Pilots Against Terrorism Act, to lift the two percent cap on the number of pilots who could be armed, thus allowing any eligible pilot to be armed.** The amendment also makes the arming pilots program permanent and accelerates the training of qualified pilots. **The DeFazio amendment was approved 250-175 on July 10, 2002.** A procedural move by the top Democrat on the Transportation Committee forced a second vote on the amendment, which was then approved a second time 251-172. **The Senate followed the DeFazio lead and approved an amendment to allow the arming of pilots on September 5, 2002, by a vote of 87-6. After initially opposing the arming of pilots, the Bush Administration has indicated they will revisit the issue.**

< **DeFazio played a role in the Maritime Transportation Antiterrorism Act of 2002, H.R. 3983,** which authorizes \$249 million in grants over three years for enhanced facility security at U.S. ports, and establishes a comprehensive national antiterrorism system, supported by port vulnerability assessments conducted by the Coast Guard. **The bill includes three provisions offered by DeFazio** to require vessels that enter U.S. waters to give 96-hour notification before entering, be equipped with transponders, and create response plans for use in the event of a catastrophic emergency. **H.R. 3983 was approved by the House on June 4, 2002. It is currently in a conference committee between the House and Senate.**

< During consideration of legislation to financially bail out airline companies, **DeFazio played a leading role in convincing the Democratic leaders negotiating the bill to include conditions on the assistance similar to those in previous bailouts** of Chrysler, Lockheed-Martin, and the City of New York to ensure protection for federal taxpayers. **The bailout legislation, H.R. 2926, was signed into law on September 22, 2001.**

< **DeFazio offered a motion during the floor debate on H.R. 2926 to include enhanced airport security measures and assistance for laid-off workers in the bill. The airport security measures were eventually approved in a separate bill, S.1447,** while the congressional leadership, despite promises to the contrary, refused to act on the assistance for workers.

< **DeFazio organized a letter signed by every member of the Oregon and Washington House delegations to Speaker Hastert and Leader Gephardt urging them not to adjourn Congress for the year without passing an extension of the Temporary Emergency Unemployment Compensation** which was part of the fiscal year 2002 Supplemental Appropriations Act. The TEUC program provides 13 weeks of federally-funded unemployment benefits, and an additional 13 weeks of benefits to workers in high unemployment states. To date, Oregon and Washington are the only states that have qualified for the full 26 weeks. Oregon has maintained one of the highest unemployment rates in the country for more than a year. If Congress does not act, tens of thousands of Oregon workers will be without any assistance when the TEUC program expires at the end of the year.

< During the floor debate on H.R. 2590, the FY02 Transportation Appropriations bill, **DeFazio successfully offered an amendment to provide \$720,000 to establish a toll-free airline consumer hotline at the Department of Transportation.** DOT currently compiles statistics and provides a report on customer complaints, but few airline passengers know how to contact the office to get help. This phone line will provide the traveling public and the airlines with a better measure of how well the airlines are providing customer service. **H.R. 2590 was signed into law on December 18, 2001.**

< **Secured \$2 million in H.R. 2590 for Lane Transit District.** This funding will help to construct a new transit station in downtown Springfield. The new facility will help improve the efficiency of the current system and will become the terminus for the Bus Rapid Transit segment between downtown Eugene and Springfield.

< **Secured \$4 million in H.R. 2590 for an instrument landing system upgrade at the North Bend Airport.** Because of inclement weather, many flights in and out of North Bend are canceled or delayed, making air service unreliable. Improving the instrument landing system will allow pilots to land in lower visibility and reduce flight cancellations.

< **DeFazio supported legislation, H.R. 1979, the Small Airport Safety, Security, and Air Service Improvement Act of 2002, to help fund air traffic control towers for small airports. The legislation will allow small airports, such as North Bend, to use federal Airport Improvement Program (AIP) grants to construct and equip control towers.**

Control towers improve the safety, security, and efficiency of small airports, and can lead to increased commercial service. **This legislation was approved by the House on June 20, 2002. It is awaiting action by the Senate.**

< **DeFazio successfully fought for the return of lifesaving capabilities to the Coast Guard's Siuslaw station in Florence after boat crews were removed following the September 11, 2001, terrorist attacks.** The removal of the boats had left the Siuslaw station without search and rescue capabilities, a dangerous situation with the approaching winter crab season. **DeFazio's advocacy led to the return of crews to the Siuslaw station on November 26, 2001.**

< **Helped win additional funding for the Coast Guard to ensure the continued operation of the seagoing buoy tender USCG COWSLIP.** The Coast Guard had planned to retire the COWSLIP in 2001, two years before a replacement would be available. **DeFazio helped secure full funding of the Coast Guard's request in the Supplemental Appropriations bill that was folded into H.R. 3338, the FY02 Defense Appropriations bill. H.R. 3338 was signed into law on January, 10, 2002.**

< **Through his position on the Aviation Subcommittee, DeFazio renewed his push for passenger rights. He introduced, H.R. 332, the "Aviation Consumer Right to Know Act,"** which would (1) require airlines to disclose all available fares and allow consumers to purchase any published fare from either the airline or a ticket agent (2) allow consumers to purchase back-to-back and hidden city tickets, (3) require airlines to disclose the number of seats available for frequent flyer travelers, (4) require airlines to disclose the reasons for a flight delay or cancellation (5) require airlines to disclose how long a plane is expected to be detained on the runway prior to departure, (6) require airlines to notify passengers of any cabin insecticide treatments, and (7) clarify that consumers may sue airlines in state court.

< **DeFazio is an original cosponsor of H.R. 3166, the "Rebuild America: Financing Infrastructure Renewal and Security for Transportation Act of 2001."** H.R. 3166 provides \$50 billion to improve the security of our rail, highway, transit, maritime, and aviation infrastructure. By leveraging federal infrastructure investments, the ten-year cost to the U.S. Treasury is less than \$35 billion and it would create approximately 2.1 million jobs and \$105 billion in economic activity. DeFazio is also a cosponsor of H.R. 1020, the "Railroad Track Modernization Act of 2001, legislation to establish a grant program for the rehabilitation, preservation, or improvement of railroad track.

< **DeFazio co-authored legislation, H.R. 3930, the Water Quality Financing Act of 2002,** along with Representative John Duncan (R-TN). The bill authorizes \$20 billion over five years in federal grants to states for use in state revolving loan funds that **protect our nation's water quality and provides needed assistance for wastewater infrastructure.** H.R. 3930 was approved by the House Transportation and Infrastructure Committee on March 20, 2002. It is awaiting action on the floor.

< Rep. DeFazio joined several colleagues in introducing H.R. 5194, the Clean Water Authority Restoration Act of 2002. In January of 2001, the U.S. Supreme Court issued an opinion that denies federal Clean Water Act protection for thousands of wetlands that serve as habitat for migratory birds. This decision violated congressional intent. H.R. 5194 would legislatively overturn the Supreme Court decision and help ensure the Clean Water Act is not undermined.

< DeFazio is a cosponsor of H.R. 4683, the Clean Water Protection Act. The Bush Administration recently approved the elimination of a rule to restrict waste from mountaintop mining from being dumped into waterways. This change in regulations legalizes the dumping of industrial waste into rivers and streams. The Clean Water Protection Act would clarify the definition of fill material in the Clean Water Act to ensure it is not expanded to mining wastes and pollutants.

< **Continued his active opposition to massive airline mergers that stifle competition, including the merger between United and U.S. Airways.** DeFazio introduced, along with Representative Slaughter, H.R. 761, the "Airline Merger Moratorium Act," legislation mandating a one-year moratorium on airline mergers. DeFazio testified before the House Energy and Commerce Committee about his concerns with the United/U.S. Airways merger. **Pressure from DeFazio and other Members of Congress, as well as the Department of Justice, led the two airlines to abandon their proposed merger in July 2001.**

< DeFazio is an original cosponsor of H.R. 2329, the "High-Speed Rail Investment Act," legislation to provide \$12 billion over 10 years for the development of high-speed rail transportation in 12 regional corridors, including one in the Pacific Northwest.

< **Continued his efforts to maintain federal dredging of Northwest ports.** DeFazio coordinated letters from the Northwest delegation to the Army Corps of Engineers expressing the need to maintain the hopper dredges YAQUINA and ESSAYONS, which perform critical dredging in Northwest ports. Thanks in part to DeFazio's advocacy, the Army Corps has decided not to further decrease availability of the YAQUINA or ESSAYONS in the coming year.

< **DeFazio coordinated a letter to the House Appropriations Committee requesting full funding for dredging shallow draft channels and harbors in the FY03 Corps of Engineers budget. The budget submitted to Congress by President Bush eliminated funding for 150 ports across the country, including Bandon, Gold Beach, and Brookings. The Appropriations Committee responded to DeFazio's request in the FY03 Energy and Water Appropriations bill by restoring full funding for dredging in the bill. This means \$390,000 for the Port of Brookings Harbor, \$330,000 for the Port of Bandon, \$450,000 for the Port of Gold Beach, and \$566,000 for the Port of Siuslaw. It was approved by the Committee on September 5, 2002. It is awaiting floor action in the House.**

< **DeFazio secured \$1 million to help fund an upgrade of the Sutherlin interchange on Interstate 5.** The road improvements are needed to accommodate traffic that would be created by the location of car assembly plant being built by the Korean Company ATT R&D.

< **The House Transportation and Infrastructure Committee approved DeFazio's legislation, H.R. 2672, to name the Eugene Courthouse after Senator Wayne Morse.** The bill was approved on March 20, 2002. The full Senate has already approved the bill. **It is awaiting action on the House floor.**

< DeFazio succeeded in getting the Oregon Department of Transportation to place signs reading "Oregon Beaches" at Exit 55 on I-5 in Grants Pass. This will help direct motorists to Brookings and other destinations on the South Coast, thus providing a needed tourism boost.

< **Secured \$440,000 in H.R. 3061, the FY02 LHHS Appropriations bill, for the Springfield School District's innovative Schools Plus Program,** which will provide academic assistance, tutoring, arts & crafts and athletic activities through a Partners for Kids program and a Mighty Mentors Program. **H.R. 3061 was signed into law on January 10, 2002.**

< **Secured \$50,000 in H.R. 3061 for the University of Oregon's Museum of Natural History.** This funding will be used to make improvements to the University of Oregon Museum of Natural History's research collection storage facility. The current facility is inadequate for historical archives.

< **Reintroduced legislation to combat youth violence that was based on recommendations DeFazio received in the aftermath of the 1998 shooting at Thurston High School.** The legislative package (H.R. 1389-H.R. 1397) includes increased funding for early childhood development programs, crisis intervention, law enforcement, and gun violence prevention.

< **The detain and evaluate provision from DeFazio's juvenile justice package was included in the Juvenile Justice and Delinquency Prevention Act, H.R. 1900.** This provision will assist local law enforcement in detaining and evaluating juveniles caught with a firearm on school grounds for no less than 24 hours. **Rep. Wu, a member of the Education Committee, inserted the detain and evaluate provision in H.R. 1900 when it was being drafted by the committee. This legislation was approved unanimously by the House on September 20, 2001,** and is awaiting action by the Senate.

< **Secured \$750,000 in the FY02 Commerce, Justice, State Appropriations bill (H.R. 2500) for the Breaking the Cycle program in Lane County.** In December of 1998, the Lane County Department of Youth Services was awarded a National Institute of Justice grant of \$2 million for two years to address juvenile substance abuse and crime. This additional funding will help to ensure a third year of the program which will allow Lane County to complete the assessment phase of the project and document the program's effectiveness. **H.R. 2500 was signed into law on November 28, 2001.**

< **Also in H.R. 2500, DeFazio secured \$750,000 to help modernize the currently outdated Lane County multi-agency, multi-function information system which serves local law enforcement and emergency medical service agencies throughout Lane County.** The system, known as Area Information Records System, is technically obsolete and no longer meets the current needs of participating agencies.

< **DeFazio successfully fought for continued funding in H.R. 2500 for the Disability Exchange Clearinghouse. The \$500,000 in funding will be administered by Mobility International (MI), which is based in Eugene.** MI and the Disability Exchange Clearinghouse are an invaluable link in providing increased opportunities for people with disabilities, and also providing technical assistance to all international exchange programs sponsored by the State Department. **MI has recognized DeFazio for his passionate commitment to empowering people with disabilities throughout the world.**

< **Secured \$3 million in the FY03 Department of Defense Appropriations bill for the Brain, Biology and Machine Initiative at the University of Oregon. This bill cleared the House of Representatives on June 27, 2002. It is awaiting a conference with the Senate.** This University project has far-reaching medical implications as it combines neuroscience, genetics, genomics and proteomics. It will allow the University to do cutting edge research, not only on brain injuries and other medical conditions, but also on the physiology of emotions, disease prevention, and so on. DeFazio also **Secured \$1.8 million in the FY02 Department of Defense Appropriations bill (H.R. 3338) for the University of Oregon's Brain, Biology and Machine Initiative. H.R. 3338 was signed into law on January 10, 2002.**

< **The FY03 DOD Appropriations bill also included \$3 million requested by DeFazio for a software program to more efficiently schedule U.S. Navy ship construction. The software program, which was developed by On Time System, Inc. of Eugene, Oregon, could save the Navy \$200-500 million in annual construction costs. The bill was approved by the House on June 24, 2002. It is awaiting conference with the Senate.**

< **Secured \$500,000 for the Springfield Millrace in the FY03 Energy and Water Appropriations bill.** The project aims to improve water quality and enhance fish habitat in the millrace and millpond. **The bill is awaiting action on the House floor. DeFazio previously secured \$1 million in funding for the Springfield Millrace in the FY02 Energy and Water Appropriations bill, H.R. 2311.**

< DeFazio secured \$3,445,000 for the Delta Ponds Restoration Project in the FY03 Energy and Water Appropriations bill. The bill was approved by the House Appropriations Committee on September 5, 2002, and is awaiting action on the House floor.

< **Secured \$100,000 in the FY02 Energy and Water Appropriations bill, H.R. 2311, for a study of the restoration potential of Amazon Creek.** The study is intended to identify work that would remove pollutants during low flows, provide better wildlife habitat, create a more

scenic recreational corridor with better vegetation management, and reduce soil erosion along the creek banks while maintaining flood control.

< Secured \$300,000 for water quality monitoring at Waldo Lake in the FY03 Interior Appropriations bill. The bill was approved by the House on July 17, 2002. It is awaiting a conference with the Senate. DeFazio previously secured \$500,000 for rehabilitation work and \$250,000 for watershed assessment at Waldo Lake in H.R. 2217, the FY02 Department of the Interior Appropriations bill. H.R. 2217 was signed into law on November 5, 2001.

< Secured \$1,000,000 for the West Eugene Wetlands in the FY03 Interior Appropriations bill. The bill was approved by the House on July 17, 2002. It is awaiting a conference with the Senate. The land acquisitions are part of a plan to purchase 3,500 acres of wetlands along Amazon Creek. The wetlands system will connect Eugene with Fern Ridge Reservoir and a small tract of wetlands owned by the Bureau of Land Management in the same area. The wetlands provide a critical habitat for a number of rare and endangered plant species as well as an important migratory and breeding habitat for birds. **DeFazio previously succeeded in obtaining \$1.5 million for wetlands acquisition in West Eugene in H.R. 2217, the FY02 Interior Appropriations bill.**

< Secured \$2 million for the preservation of forest land in the Coburg Hills and the South Eugene Hills in the FY03 Interior Appropriations bill. The bill was approved by the House on July 17, 2002. It is awaiting a conference with the Senate.

< The FY03 Interior Appropriations bill included \$4 million for the protection of ecologically significant streams, and \$2.5 million for federally designated "Wild and Scenic Rivers" in the Pacific Northwest. At DeFazio's request, a portion of the funding for Wild and Scenic Rivers may be used to purchase property along the banks of the Illinois River, near the community of Agness. Maintaining the natural habitat surrounding the river will aid in the restoration of the dwindling stocks of fall chinook salmon and winter steelhead and protect this growing tourist destination. Also, a portion of the funding for Northwest Streams may be used to purchase several parcels located in the Tenmile Creek watershed, on the Oregon Coast, south of Yachats. The Tenmile Creek watershed is a key component of the largest contiguous temperate coastal forest remaining in the Northwest. **The bill was approved by the House on July 17, 2002. It is awaiting a conference with the Senate.**

< DeFazio successfully pushed for \$7 million for the Department of Energy's Albany Research Center in the FY03 Interior Appropriations bill. The bill was approved by the House on July 17, 2002. It is awaiting a conference with the Senate.

< At DeFazio's request, the FY03 Interior Appropriations bill includes \$3 million for the "Jobs in the Woods" program. The bill was approved by the House on July 17, 2002. It is awaiting a conference with the Senate.

< **Secured \$2.1 million in the FY02 Interior Appropriations bill, H.R. 2217, for the Oregon Coastal Wildlife Refuge Complex, including a 70 acre parcel within the Bandon Marsh National Wildlife Refuge.** The Oregon coast is experiencing unprecedented development, threatening the integrity of and investment in this portion of our nation's coastal wildlife refuges. The Oregon Coastal Wildlife Refuge currently includes several estuary refuges, 1,400 coastal islands, islets, rocks and reefs, spanning some 360 miles along Oregon's coastline.

< **Successfully led the effort to restrict the recreation fee demonstration program in H.R. 2217, the FY02 Interior Appropriations bill.** DeFazio offered two amendments: one to strike the four year authorization and the other to reduce the authorization to one year. When these efforts failed on the House floor, **DeFazio continued the fight by coordinating a letter to conferees. The conferees cut the extension to two years and included language saying the program should go through proper authorization committees next time.**

< **Secured increased funding for a number of West Coast groundfish programs in H.R. 2500, the FY02 Commerce, Justice, State appropriations bill.** Funding for Stock Assessments was increased by almost \$1 million for a total of \$5.2 million. Funding for West Coast Observers nearly doubled to \$4.3 million. **Funding for the Oregon Groundfish Disaster Assistance and the Oregon Groundfish Outreach Program increased by \$1.125 million to a total of \$2.5 million** (\$1.5 million for OGDAs and \$1 million for OGOP).

< **DeFazio joined several other Representatives in introducing H.R. 3898, the Capital Construction Fund Qualified Withdrawal Act of 2002, legislation to give fishing families greater access and flexibility to use the money saved in their tax-free capital savings accounts.** This will help dislocated fishing families transition to other work without penalizing retirement savings.

< **During consideration of the reauthorization of the Magnuson-Stevens Fisheries Act (H.R. 4749) in the House Resources Committee, DeFazio offered an amendment to fund a voluntary groundfish vessel buyback, authorize cooperative groundfish research, and provide community assistance for businesses that have been impacted by the struggling fishing industry.** The amendment failed in Committee, but DeFazio intends to offer it again on the House floor.

< **Helped secure \$8.3 million in H.R. 2904, the FY02 Military Construction Appropriations bill, for the Joint Armed Forces Reserve Center in Eugene.** This funding will help to replace the current Eugene armory which is no longer suitable for the Army National Guard training because of its limited capacity and the rapid growth of nearby residential and commercial areas. The new complex will replace the current armory as well as two antiquated and grossly undersized Army National Guard facilities, the Naval Reserve/Marine Corps facility in Eugene, and a closed Naval Reserve/Marine Corps facility in Salem, Oregon. The old armory will be used to expand the John Serbu Youth Campus for troubled kids. **H.R. 2904 was signed into law on November 5, 2001.**

< DeFazio, a recognized expert on Congress' constitutional prerogative to declare war, was one of the first to raise concerns about the unprecedented scope of the draft authorization of force resolution offered by the House Republican leadership in the wake of the September 11th attacks. DeFazio worked with Minority Leader Gephardt and other Democratic negotiators to get language in the final version of the authorization of force resolution (H.J.Res. 64/S.J.Res. 23) allowing the President to fully respond to the September 11th attacks while protecting Congress' authority to determine when to send U.S. troops into battle in the future.

< DeFazio continued his leadership on protection congressional war powers under the Constitution by coordinating a letter to President Bush in December 2001 challenging Bush's assertion that he had the authority to attack nations unrelated to the September 11, 2001, terrorist attacks - including Iraq - without further authorization from Congress. During consideration of the FY03 Department of Defense Authorization Bill, DeFazio worked with Representative Ron Paul (R-TX) on an amendment to reinforce Congress' war powers. This amendment was blocked from consideration on the floor. In July 2002 DeFazio introduced a bipartisan resolution, H.J.Res. 109, which says the President cannot legally strike against Iraq without congressional approval and calls on Congress to debate the president's war plans for Iraq. In late August 2002, DeFazio drafted a point-by-point rebuttal of the Administration's arguments for unilateral executive war-making authority. In early September 2002, the Bush Administration announced it would seek authorization from Congress for a war with Iraq.

< Secured \$77.374 million in funding for construction of the new federal courthouse in Eugene in the FY03 Treasury, Postal Appropriations bill. The bill was approved by the House on July 24, 2002. It is awaiting conference with the Senate. DeFazio previously secured \$4.47 million in H.R. 2590, the FY02 Treasury, Postal Appropriations bill, for the new federal courthouse in Eugene. In Fiscal Year 1999, a new courthouse was authorized and \$7.2 million was appropriated for site and design funding. An additional \$4.47 in additional site and design money was needed to prepare the site for construction and to address related environmental clean-up. This funding will help ensure the site is ready for construction in 2003. H.R. 2590 was signed into law on November 12, 2001.

< Secured \$150,000 in H.R. 2620, the FY02 VA-HUD Appropriations bill, for the Boys & Girls Club of Albany. The funds will assist with construction of a 35,000 square feet addition to their existing facilities. The new addition will provide the Club with a total of 65,000 square feet and will include separation areas for elementary, middle and high school age children. The new addition will expand the computer learning center capabilities from 14 to 54 stations, provide two more full-sized gymnasiums, and will allow the development of new kitchen facilities enabling the Club to increase its daily meal programs for children. H.R. 2620 was signed into law on November 26, 2001.

< Secured language in H.R. 2330, the FY02 Agriculture Appropriations bill, giving Curry County priority consideration for a grant under the Rural Community Advancement Program. Funding is needed to upgrade the Curry County Public Safety

Communications System which serves the county's emergency responders including: sheriff, fire patrol, city police, ambulance, marine patrol and search rescue. Current gaps in the system due to location, age of equipment, and a lack of parts for repair, have made complete renovation of the system a necessity. **H.R. 2330 was signed into law on November 28, 2001.**

< **Secured language in H.R. 2330 giving the port of Brookings Harbor priority consideration for a rural business enterprise grant under the Rural Community Advancement Program.** Brookings Harbor needs funding for several projects it is working on to improve the port's infrastructure and expand opportunities for business at the port.

< **DeFazio played a leadership role in trying to get additional dislocated worker assistance funding for Oregon. DeFazio coordinated letters** from the Oregon delegation to the Bush Administration and House Appropriations Committee requesting additional worker assistance money for Oregon, the State with the highest unemployment in the country. **DeFazio also offered an amendment to the FY02 Supplemental Appropriations Bill to add an additional \$360 million in worker assistance funding.** The amendment was not adopted. **The Department of Labor finally awarded Oregon a National Emergency Grant on June 24, 2002**

< **Appointed to the Democratic Homeland Security Task Force. DeFazio helped the Homeland Security Task Force draft H.R. 3255, the "Bioterrorism Protection Act (BioPact) of 2001."** BioPact included a number of provisions to enhance our nation's ability to respond to terrorist attacks, including provisions to secure our borders and crackdown on illegal immigration. BioPact also included money to improve our nation's public health infrastructure; increase the national stockpile of vaccines; and enhance planning and coordination at the state and local level. Additional sections of this legislation dealt with protecting our food and water supply. Scaled-down versions of many of these provisions were included by the congressional leadership in the supplemental appropriations bill approved by Congress as a part of the FY02 Defense appropriations bill on December 20, 2001.

< DeFazio continued his congressional leadership on a variety of energy-related issues:

Electricity

Authored legislation, H.R. 3952, along with Senator Ron Wyden to create a federal energy consumer advocate (the "Office of Consumer Advocacy") within the Department of Justice. **The DeFazio-Wyden legislation was incorporated as Section 253 of the Senate's comprehensive energy legislation.** It is currently a part of the energy conference committee discussions. The legislation was endorsed by the National Association of State Utility Consumer Advocates, the American Association of Retired Persons, the U.S. Public Interest Research Group, and Consumers Union.

DeFazio joined Representative Walden (R-OR) in introducing legislation, H.R. 4826 and H.R. 4827, to combat so-called "wash trades." Wash trading involves selling

energy at a fixed amount and cost and simultaneously purchasing the energy back at the same volume and price. This was one of the strategies exploited by Enron and others to manipulate electricity markets. The trading artificially boosts sales volumes by selling energy and simultaneously buying back the same amount of energy at the same price. Both bills are under consideration for possible inclusion in H.R. 4, the comprehensive energy legislation currently in a House-Senate conference committee.

Introduced legislation, H.R. 264, to repeal electricity deregulation and return the U.S. to the system that served us well for 60-plus years: a mix of public and private utilities regulated in the public interest by a mix of state and federal authorities.

Cosponsored legislation, H.R. 1468, to re-impose cost-based rates in the Western United States in response to the California deregulation fiasco. DeFazio regularly represented the Democratic party position in press conferences, via communications with the White House and the Federal Energy Regulatory Commission (FERC), and in the national/local television, radio and print media. Under pressure from DeFazio and others in Congress, FERC eventually intervened in June 2001 to bring down wholesale prices in the West.

Requested that the General Accounting Office (GAO) investigate FERC's refusal to acknowledge the likelihood of market manipulation by large generators and power marketers. The GAO report concluded that FERC had no basis to reach the conclusion that manipulation did not occur. A June 2002 GAO report requested by DeFazio concluded that the California energy market was manipulated under "almost textbook conditions."

Through his position as the co-chair of the Northwest Energy Caucus, which includes all Democratic and Republican House members from Oregon, Washington, Idaho and Montana, DeFazio worked to protect the interests of Northwest residents. The Caucus met with Vice-President Cheney and FERC Chairman Pat Wood, III.

Worked with his colleagues in the Northwest Energy Caucus and other interested parties in our region **to get additional borrowing authority for the Bonneville Power Administration (BPA) to repair and upgrade its transmission grid.** Despite support from the Northwest congressional delegation, the Department of Energy, and public and private utilities in the Northwest, additional borrowing authority was blocked by the Office of Management and Budget and the White House during the FY2002 appropriations process. **The Caucus succeeded in getting \$700 million in borrowing authority included in the President's FY03 budget. DeFazio is working to keep an increase in borrowing authority in the comprehensive energy legislation, H.R. 4.**

Raised alarm bells about the rush to establish a regional transmission organization (RTO) in the Northwest. RTOs, which are being pushed by FERC, are intended to facilitate wholesale power markets. DeFazio raised concerns about whether the RTO model made sense in the Northwest given the unique nature of our electricity grid.

DeFazio's persistent concerns helped lead RTO officials in the Northwest to delay a final filing with FERC, to regularly consult with the Northwest delegation, including participation in a hearing called by the Northwest Energy Caucus, to hold public hearings in the Northwest, and more closely work with RTO critics in our region. DeFazio was also instrumental in getting FERC to drop its plans to mandate a west-wide RTO.

DeFazio has been a leader in the Northwest and nationally, in fighting an Order issued by the Federal Energy Regulatory Commission (FERC) that would deregulate the transmission of electricity much the same as generation was deregulated. FERC's uniform national rules (known as "standard market design"), which may be finalized in early 2003, could devastate the customers of public utilities in the Northwest, including Bonneville, by causing volatile and rising prices for transmission, which would also threaten the reliability of the Northwest grid. DeFazio worked closely with Representatives Sonny Callahan (R-AL) and George Nethercutt (R-WA) to include language in the FY03 House Energy and Water Appropriations Bill to limit FERC's ability to implement its Order. This legislation has not yet been considered on the House floor.

Issued a report exposing the profits made by direct service industries (DSIs) in the Northwest, primarily aluminum companies, and detailing the implications for average ratepayers if the DSIs received the special rate deal they were seeking from BPA. DeFazio's report helped pressure the DSIs to accept BPA's voluntary shutdown agreement which, along with load reductions by public and private utilities, kept what could have been a 250 percent BPA rate increase to 46 percent.

Worked closely with Oregon Representative Robert Ackerman and State Senator Tony Corcoran to expose major flaws in Oregon's electricity deregulation plan. These efforts led the Oregon legislature to delay implementation of deregulation by five months and repeal a particularly problematic provision of the plan that would have allowed the sale of generation assets to out-of-state energy conglomerates.

Drafted legislation, H.R. 2731, the "School Energy Assistance Act," along with Representative Baird to provide federal grants to schools hit hard by rising energy prices.

DeFazio wrote to Governor Kitzhaber in May 2001 proposing that the State of Oregon consider purchasing Portland General Electric (PGE) by invoking Article XI-D, Section 2 of the Oregon Constitution. While the Governor nor the State Legislature took any action, a number of public power initiatives related to PGE were created in the wake of DeFazio's proposal. The danger confronting PGE was confirmed when Enron put the utility up for auction in September 2002.

Gas Prices

Reintroduced a legislative package intended to stop OPEC from manipulating world oil markets. H.Res. 27 urges the President to file a complaint at the World Trade Organization against OPEC, and other large oil producing nations that cooperate with OPEC, for violating trade rules that prohibit quantitative limitations on the import or export of resources or products. OPEC production quotas clearly violate this trade rule. H.R. 334 requires our allies in the Persian Gulf to share more of the financial burden of U.S. military forces in the region for their protection. Currently, U.S. taxpayers shoulder 75 percent of the cost. Kuwait, Saudi Arabia and others provide only 25 percent of the cost.

Cosponsor of H.R. 1967, the “Gas Price Spike Act of 2001,” which imposes a windfall profits tax on oil companies so they aren’t rewarded for gouging consumers.

Cosponsor of two bills, H.R. 3274, the “Comprehensive Energy Conservation Act for the 21st Century,” and H.R. 2478, the “Comprehensive Renewable Energy and Energy Efficiency Act of 2001,” that are intended to boost production of renewable energy resources, increase conservation and efficiency, and reduce our dependence on oil.

National Energy Policy

DeFazio became a leading critic of President Bush’s “National Energy Policy” report. Through his position on the Resources Committee, DeFazio helped lead efforts to reorient the House leadership’s energy plan (H.R. 4) away from fossil fuels and toward renewable energy, conservation, and increased efficiency. **DeFazio drafted two amendments that were adopted by the Resources Committee. One blocked the export of oil from Alaska. The second required a study on the impact of increased hydro production on fish, farmers, recreation, Indian tribes etc.** He was also one of the lead cosponsors of an amendment to block drilling in the Arctic National Wildlife Refuge (ANWR) and was a cosponsor of a stand-alone bill, H.R. 770, to protect ANWR. **H.R. 4 was approved by the House on August 2, 2001, with DeFazio's amendments included.**

DeFazio also offered a number of amendments during floor consideration of H.R. 4. His amendments would have: redirected money from subsidizing nuclear energy research into research of renewable energy sources like wind and solar; restored the ability of the Forest Service to have a meaningful role in decisions on whether to allow drilling on Forest Service lands; and prohibited the shifting of compliance costs of the National Energy Policy Act (NEPA) from industry onto taxpayers.

DeFazio was named as a member of the House-Senate energy bill conference committee for certain sections. Two of the sections deal with issues of particular importance in the Northwest - hydropower re-licensing and open-access transmission (which has implications for Bonneville and public power in the Northwest). DeFazio is actively using his position as a member of the conference to fight for

Northwest energy interests and block further electricity deregulation measures. The conference committee is still meeting.

Successfully pressured the Bush Administration to release critical energy assistance through the low-income home energy assistance program (LIHEAP). Beginning in November 2001, DeFazio wrote a series of letters pointing out the dire situation Oregon families faced due to skyrocketing electricity bills. The letters requested that the Administration release \$600 million in emergency LIHEAP money appropriated by Congress in 2001-2002, but not spent by the President. The Administration finally released a portion of this money in mid-August 2002. Oregon received \$1.6 million.

< **Successfully pressured President Bush to release the draft text of the agreement to establish a Free Trade Area of the Americas (FTAA)** by expanding the North American Free Trade Agreement (NAFTA) to the entire Western Hemisphere. DeFazio coordinated congressional efforts to liberate the FTAA text with those of dozens of labor, environment, farm, and human rights organizations. **The release of the FTAA text is the first time the text of a major trade agreement was released to the public this early in the negotiations.**

< Authored the bipartisan “Softwood Lumber Fair Competition Act” (H.R. 2181) along with Representative Charlie Norwood (R-GA). H.R. 2181 would require the President to impose tariffs and surcharges, or negotiate a voluntary export restraint agreement with Canada in order to stop the unfair subsidies received by Canadian producers. The DeFazio legislation was endorsed by the United Brotherhood of Carpenters and Joiners of America, the NW Ecosystem Alliance, and the Alliance for Sustainable Jobs and the Environment. In response to a case filed by the Coalition for Fair Lumber Imports, the Bush Administration has imposed preliminary duties, like those called for in H.R. 2181, of up to 32 percent.

< Authored H.R. 3422, legislation to establish a Congressional Trade Office (CTO). The U.S. Trade Deficit Review Commission (created by legislation authored by DeFazio in 1998) recommended the creation of a CTO, modeled on the Congressional Budget Office, to provide non-partisan, expert analysis on trade issues.

< Worked as a member of Minority Whip David Bonior’s whip team against fast track trade negotiating authority for the President. DeFazio takes seriously Congress’ constitutional duty to “regulate commerce with foreign nations” and considers fast track an inappropriate delegation of authority to the Executive Branch. He helped defeat fast track for President Clinton in 1998. The final vote was 215-214 in favor of fast track.

< DeFazio is the lead cosponsor of H.R. 1973, the “Integrity of the United States Courts Act of 2001,” legislation introduced by Representative Norwood (R-GA). H.R. 1973 is intended to address misinterpretations of U.S. trade laws by the secret binational panels that hear complaints under NAFTA. This legislation would allow any party the option of appealing a NAFTA panel ruling to the U.S. Court of International Trade. This would help address some of the constitutional questions of the tribunals set up under NAFTA Chapter 19.

< **DeFazio worked closely with the rest of the Oregon delegation to assist farmers in the Klamath Basin. He supported \$20 million in emergency economic assistance for farmers. This funding was included in H.R. 2216, the FY2001 Supplemental Appropriations Act, which was signed into law on July 24, 2001. DeFazio also cosponsored H.R. 2585, the “Chilonquin Dam Fish Passage Feasibility Act,” and H.R. 2828, the “Klamath Basin Emergency Operation and Maintenance Refund Act,” and played a key role in expediting their consideration by the Resources Committee and the entire House. H.R. 2585 was approved in the House by voice vote on October 31, 2001, and was included in the final version of the Farm Bill that was signed into law by President Bush. H.R. 2828, was approved in the House by voice vote on November 13, 2001, and is awaiting action in the Senate.**

< Testified about his vision for achieving healthy, sustainable forests before the Senate Subcommittee on Forests and Public Land Management.

< DeFazio continued his leadership efforts on removing the Savage Rapids Dam. He requested that OMB include \$1.5 million in President Bush’s FY03 budget for the pump design necessary to remove the dam. He also sent a letter to the Oregon Watershed Enhancement Board in support of the Grants Pass Irrigation District’s request for \$5 million in state funds to help remove the dam. A \$500,000 study on the dam removal that was requested by DeFazio in the FY01 Interior Appropriations should be completed soon.

< Original cosponsor of H.R. 2376, the “Pacific Coast Groundfish Fishery Preservation Act,” legislation that authorizes a vessel and license buyback program and other measures in order to improve fishery management and reduce overcapacity.

< DeFazio introduced legislation, H.R. 4601, with the support of the entire Oregon House delegation, to transfer a parcel of land owned by the Bureau of Land Management just south of the Umpqua River to Douglas County in order to improve access to the Oregon Dunes National Recreation Area. The legislation is still pending before the House Resources Committee.

< **Drafted a fiscally responsible alternative federal budget proposal for fiscal year 2002. The DeFazio budget, which was debated on the House floor, reserved Social Security and Medicare surpluses to shore up these programs. Non-Social Security and non-Medicare surpluses were divided equally between additional debt reduction, spending, and tax rebates targeted toward middle and lower-income Americans. The tax rebate concept originally proposed in the DeFazio budget was eventually incorporated as a small part of the tax cut approved by Congress.** The DeFazio budget also cut wasteful Pentagon spending and corporate welfare in order to substantially increase spending on education, health care, housing, veterans and similar programs.

< **In response to the deteriorating federal budget situation, during consideration of the federal budget resolution in the House, DeFazio offered an amendment to freeze a portion of last year’s tax cuts for the wealthiest Americans.** The amendment only impacted

the wealthiest 2.5 percent of Americans. The average Oregonian, who makes \$30,000 annually and has a modest estate, would receive every penny of the tax cut they were promised last year. The DeFazio amendment would have helped protect Social Security and Medicare, paid down debt, and preserved funding for critical programs. The House leadership blocked the amendment from being considered on the floor.

< **Authored legislation, H.R. 3315, the “Social Security Stabilization and Enhancement Act of 2001,” that has been certified by the Social Security Administration actuaries as restoring 75-year solvency to Social Security without resorting to privatization.** The DeFazio legislation exempts the first \$4,000 in wages from the Social Security payroll tax; lifts the cap on wages subject to the payroll tax (currently, wages above \$84,900 are exempt from payroll taxes) so, like Medicare, all wages are subject to the FICA tax; increases benefits up to five percent for those over age 85; and allows a portion of the Social Security trust fund to be invested in equities. The investing would be done by private fund managers selected by an independent Social Security Investment Oversight Board. The private fund managers would be required to act only in the fiduciary interest of beneficiaries and would be restricted to investing in broad index funds.

< **Joined his colleagues in the Progressive Caucus in drafting an alternative economic stimulus package that included extended and expanded unemployment benefits, increased health care and social services spending, and provided for a substantial investment in infrastructure** (school construction, drinking and waste water systems, renewable energy etc.). **A version of the DeFazio-Progressive Caucus unemployment package was incorporated into the official Democratic leadership alternative stimulus package.**

< Cosponsor of H.R. 1076, the "America's Better Classroom Act," and H.R. 340, the "Excellence and Accountability in Education Act," legislation to repair, rebuild, and construct new public schools and hire more teachers with the goal of improving the conditions in America's public schools so kids are better able to learn.

< **Continuing his efforts to combat wasteful spending at the Pentagon,** DeFazio requested that the General Accounting Office (GAO) investigate the Army's Comanche helicopter program. The GAO report revisited the concerns originally raised in a DeFazio-requested report in 1999. The June 2001 GAO report confirmed that the Comanche program is behind schedule, over budget, and unlikely to meet performance requirements. During the debate on the FY03 Department of Defense Authorization Act, DeFazio offered several amendments to limit the F-22 fighter jet, the Comanche helicopter, and the Crusader artillery system. While the DeFazio amendments were blocked from being debated on the floor, Secretary of Defense Donald Rumsfeld agreed with critics of the Crusader and cancelled the program. Further, Rumsfeld is also considering the cancellation of the Comanche and scaling-back the F-22.

< As he has in previous Congresses, DeFazio actively supported one of the top priorities of veterans activists: repealing the VA disability compensation offset. Despite the fact that a veteran may earn both military retired pay and VA disability compensation, current law requires that military retired pay be reduced by the amount of any disability compensation

received. DeFazio cosponsored legislation, H.R. 303, to repeal this offset. He also included money in his alternative budget proposal to cover the cost of the repeal, and joined dozens of colleagues in contacting the conferees on the FY02 Defense Authorization Act requesting unconditional repeal of this benefit reduction.

< As an opponent of many of the laws that helped set the stage for the corporate scandals seen in 2001-2002 -- including deregulation of the energy, telecommunications and financial services sectors --- DeFazio was out-front in the battle for corporate reforms during the 107th Congress.

< DeFazio introduced legislation, H.R. 4038, to regulate all over-the-counter derivatives. OTC derivatives are currently exempt from regulation. Enron was heavily involved in OTC derivatives, and used these financial instruments to hide billions of dollars in debt prior to its collapse. Enron also operated the largest online OTC derivatives exchange, which was also unregulated. The DeFazio legislation would extend regulation, including registration, recordkeeping and reporting requirements as well as collateral, capital and margin requirements, to energy and non-energy related OTC derivatives. These regulations already exist in other financial sectors, such as banking and securities dealing, which are economically indistinguishable OTC derivatives.

< DeFazio cosponsored several bills to force corporations to pay their fair share of taxes including: H.R. 3884 to eliminate the ability of corporations to rent post office boxes that serve as headquarters in tax havens to avoid U.S. taxes; H.R. 2520 eliminate corporate tax shelters used to hide income; H.R. 4993 to prevent businesses that relocate abroad to avoid taxes, from taking advantage of international tax treaties; and H.R. 4831 to prohibit corporate tax dodgers from receiving government contracts.

< As the ranking Democrat on the House Subcommittee on Water Resources and the Environment, **DeFazio was an original cosponsor of H.R. 1831, the “Small Business Liability Protection Act,” legislation to ensure prompt clean-up of abandoned industrial sites** by providing limited liability relief for small businesses and others who dispose of small amounts of waste. This legislation will speed clean-ups of blighted areas by ensuring clean-up is not bogged down by disputes. **H.R. 1831 was included in H.R. 2869, the Brownfields Revitalization Act, which was signed into law in January 2002.**

< Thanks in part to the continued support and advocacy of the program by DeFazio, the Coast Guard is beginning Phase II of its aviation parts bar coding project. The project permanently marks flight critical aircraft parts with bar code technology. This technology allows tracking of each aviation part through out its useful life, aids in inventory management, and most importantly prevents bogus parts from entering Coast Guard inventories. Phase I of the project began in 1998. Phase II began on July 17, 2002.

< Author of H.R. 1921, the “Federal Financial Aid Regulatory Relief Act,” legislation eliminating the requirement for student loan applicants to be registered with the Selective Service in order to receive financial aid.

< Cosponsor of H.R. 1162, the “21st Century Higher Education Act,” a comprehensive bill to expand federal support for higher education, including increased funding for financial aid. H.R. 1162 was drafted by the Ranking Democrat on the Education and Workforce Committee.

< Reintroduced H.R. 1964, the “Access to Medical Treatment Act,” which guarantees patients the right to choose alternative and complementary treatments and to give licensed health care providers the right to recommend and provide these treatments.

< DeFazio drafted H.R. 5037, the Drug Company Gift Disclosure Act, legislation to require prescription drug manufacturers, packers, and distributors to disclose certain gifts provided in connection with detailing, promotional, or other marketing activities to health care entities. The legislation is intended to publicize drug company gifts that may influence prescribing practices of physicians and contributing to rising drug costs.

< Testified before the House Government Reform Committee regarding the threat posed by the Codex Alimentarius Commission of the World Health Organization to the Dietary Supplements and Health and Education Act of 1994 and American consumers’ access to information on dietary supplements.

< **Requested the GAO investigate the causes of the flu vaccine shortage during the Winter 2000 flu season.** GAO concluded (1) delays in vaccine production and haphazard distribution created the shortages and drove up prices, (2) no mechanism is currently in place to distribute the vaccine to high-risk individuals should there be a shortage in the future.

< **The results of the GAO investigation led DeFazio to draft H.R. 910, the “Influenza Vaccine Emergency Act,” legislation to strengthen the authority of the Secretary of Health and Human Services to respond to inadequate supplies of the flu vaccine.** In the case of a shortage, the Secretary could seize vaccines and mandate a new method of distribution to ensure those most at-risk receive the vaccine.

< **DeFazio is co-chair of the House Working Group on Mental Illness and the lead co-sponsor of H.R. 162, the “Mental Health and Substance Abuse Parity Amendments of 2001.”** H.R. 162 would close loopholes from the 1996 parity law that allow health insurance plans to skirt the requirement that mental illnesses be covered equally with physical ailments.

< Worked with a large bipartisan group of Members to include strong mental health parity language in the LHHS appropriations bill. In conference, the language was watered down to merely an extension of the 1996 law without closing the loopholes.

< Member of the Universal Health Care Task Force and original cosponsor of H.Con.Res. 99, directing Congress to enact legislation by October 2004 providing access to comprehensive health care for all Americans.

< Cosponsor of H.R. 1862, the “Greater Access to Affordable Pharmaceuticals Act of 2001,” legislation to make it easier for generic drugs to come to market faster.

< Cosponsor of H.R. 1436, the “Nurse Reinvestment Act,” legislation to combat the nationwide nursing shortage via public education, workforce recruitment, and student financial aid.

< Cosponsor of H.R. 3351, the “Medicare Physician Payment Fairness Act,” legislation to block a cut in reimbursement to physicians that was included in the 1997 Balanced Budget Act, which DeFazio opposed primarily because of the cuts in Medicare it mandated.

< Cosponsor of several bills to address the high cost of prescription drugs and provide Medicare coverage of prescription drugs. The bills would require companies to offer seniors on Medicare the same prices they offer their most-favored customers, enable Americans to take advantage of lower costs of drugs manufactured to FDA specifications in other countries by allowing reimportation, and requiring drugs developed with taxpayer funds be provided at a reasonable price.

< DeFazio continued to be a leader on urging caution on genetically-modified organisms. He drafted an amendment to the FY02 Agriculture Appropriations Bill to block the Food and Drug Administration from approving genetically engineered fish until an agency with appropriate biological expertise could study the potential environmental impacts. He also joined Representative Kucinich (D-OH) in introducing a series of GMO reform bills, including legislation to require labeling of GM foods, require safety testing, and to protect farmers from the ill-effects of GM seeds.

< DeFazio joined 30 Members of the House in filing a lawsuit in federal district court challenging the President's authority to withdraw from the 1972 Anti-Ballistic Missile (ABM) Treaty without congressional consent. The case has yet to be decided.

< Author of bipartisan legislation, H.R. 57, to establish a commission to study and make recommendations with respect to the federal electoral process.

< Original cosponsor of H.R. 2831, the “Cable TV Consumers Protection Act,” legislation to re-regulate cable rates and impose a one-year freeze on rates.

< DeFazio is a member of the bipartisan House Cuba Working Group, which contains more than 40 Members of the House, equally divided between Democrats and Republicans. Among the goals of the working group are lifting the food and medicine embargo against Iraq to create markets for U.S. goods and lifting the travel ban against U.S. citizens visiting Cuba.

< Named a “Treasury Guardian” by the non-partisan Taxpayers for Common Sense for his votes to cut government waste and promote fiscal responsibility.

< Received the Community Health Super Hero Award for strong and consistent support for community, migrant, and homeless health centers and their patients presented by the National Association of Community Health Centers, Inc. and Health Centers from the State of Oregon.

< Received the American Federation of Teachers Quality Service Award for outstanding efforts and steadfast support for legislation to advance the interests of children, public education, public employees and working families.

< Received the Fair Trade for Our Future Award presented by the Oregon Fair Trade Coalition for his commitment to working families, the environment, and family farmers.

< Received the City of Gold Beach Coup of the Year Award for “judiciously, prudently, and shrewdly pulling off the deal that has successfully saved the City of Gold Beach \$200,000.” The award was in recognition for DeFazio’s work on the Gold Beach bridge restoration project.

< Received the Rural Health Care Award from the Area Health Education Center of Southwest Oregon for helping the people of Oregon re-open hospitals, expand rural health outreach, and receive higher Medicare reimbursement rates.

< Received the Humane Society of the United States Lifetime Achievement Award.

< Received a 100 percent rating from the National Committee to Preserve Social Security and Medicare for his efforts to protect Social Security and Medicare.

< Received 100 percent rating from the National Association of University of women for his votes on a variety of issues important to women.

< Received a 93 percent rating from the League of Conservation Voters for his pro-environment votes in the 107th Congress.

< DeFazio was honored by the Human Rights Campaign in 2002 for being one of only 20 Members of the House to have a 100 percent rating every year since the HRC began scoring congressional votes in 1990.

PAY RAISE

One of DeFazio's proudest accomplishments remains the \$204,000 in after-tax salary he has used to fund 117 individual scholarships and to reduce the national debt. Peter DeFazio votes against the large congressional pay raises and gives the money back. For more than a decade he linked his pay to cost of living adjustments for Social Security recipients. He uses the pay raises to fund scholarshiips for dislocated workers at four community colleges in southwest Oregon.

CONSTITUENT SERVICES

Rep. DeFazio is also proud of the services he provides to thousands of Oregonians who need help with agencies of the federal government. As the Constituent Services Director for former-Rep. Jim Weaver, DeFazio understands how important this help can be. He has three district offices located in Eugene, Roseburg, and Coos Bay, and a toll free number to better serve Fourth District residents. He was the first Fourth District Congressman to have offices outside the Eugene/Springfield area. He has held 239 town halls in the congressional district, is a frequent visitor at schools, and speaks regularly to civic groups and organizations interested in federal issues and legislation.

For example, from 1995 to 2002, DeFazio and his staff have obtained over \$5 million in retroactive veterans' benefits payments due Fourth Congressional District veterans. When the Social Security office gave constituents misinformation, DeFazio and his staff helped get Medicare premium penalties reduced or removed. DeFazio helped one Eugene man reduce his monthly premium from \$86 per month to \$45.50 resulting in a \$900 refund. When Eugene's historic Fifth Street Market district was threatened by the siting of a new federal courthouse, DeFazio made sure the government heeded the concerns of merchants and residents interested in preserving the unique character of the area.

DeFazio continues his emphasis on constituent service today.

In the 106th Congress (1999-2000)

< Successfully brokered compromise legislation, H.R.2389, to guarantee increased federal timber sale payments to state and local governments for schools and road projects. DeFazio authored H.R.1185 and H.R.2868, bills to establish a permanent inflation-adjusted "safety net" for timber-dependant counties throughout the U.S. When these bills were blocked by House leadership, and with an alternate proposal blocked by a threatened Administration veto, **DeFazio worked to break the legislative gridlock on the controversial issues and hammered out a compromise signed into law on October 30, 2000.** The legislation means \$261 million annually for Oregon counties, an increase in annual payments of \$114 million.

< Selected as Chairman of the Congressional Progressive Caucus, a two year term ending in 2001. DeFazio is a founding member of the caucus, a group of more than 50 Representatives organized around the principles of social and economic justice and national priorities reflecting the interests of average, working Americans and their families. As Caucus chair, DeFazio represents the Caucus on Minority Leader Dick Gephardt's Leadership Council.

< Secured approval of legislation that helped reopen Cottage Grove's only hospital.

DeFazio first introduced legislation, together with members of the House Rural Health Care Caucus, to improve access to healthcare in rural areas. Parts of this bill, including the Cottage Grove hospital provisions, were included in the Medicare Balanced Budget Refinement Act,

H.R.3194. This legislation was approved by Congress and enacted into law on November 29, 1999 as part of the fiscal year 2000 Omnibus Appropriations Act.

< Successfully advocated for repairs to the historic Heceta Head Lighthouse to ensure its light, a major historic and scenic tourist attraction and a symbol of the Oregon coast, continues to operate.

< Author of H.R.1725, a bill to transfer BLM land located along the Galesville Reservoir in southern Douglas County, Oregon to the county for development as a public campground. The legislation was signed into law on November 6, 2000.

< Member of the conference committee negotiating final FAA Reauthorization bill, "AIR-21" (H.R.1000), legislation funding airport infrastructure improvements and FAA operations. The legislation was enacted into law on April 5, 2000. The law guarantees at least \$24 million annually for Oregon, double the old guarantee.

< Also as part of the FAA bill, secured approval of legislation he authored, H.R.907, establishing a new grant program to help improve air service to small communities and a provision to require the permanent marking of all used airline parts so they cannot be resold as new. The airline parts provision is designed to stem the trafficking in "bogus" airline parts, a serious threat to aviation safety. He also helped push through provisions to address problems at foreign repair stations and require cargo planes to install collision avoidance systems. The bill also included provisions DeFazio championed to protect animals traveling in cargo holds, following complaints that thousands of animals die or are lost or injured annually during airline transport.

< Author of legislation, H.R.3567, to allow federal court to be held in Springfield, Oregon. The legislation, enacted into law as part of S.2915, the "Federal Courts Improvement Act of 2000," on November 13, 2000, will allow Springfield to compete for a federal courthouse siting location.

< Secured approval of legislation giving priority designation Tenmile Lake and Waldo Lake. The legislation encourages the EPA to work with Portland State University's Center for Lakes and Reservoirs to address water quality problems at these lakes. The provision was included in H.R.2328, legislation reauthorizing the national Clean Lakes Program which was enacted into law on November 12, 2000 as part of S.835, the "Estuaries and Clean Waters Act." The legislation authorizes grants to states for lake water quality management. DeFazio also secured funding for continued sanitary improvements at Waldo Lake to improve water quality (see below).

< Secured \$9.9 million in funding for construction of the Willamette Temperature Control facility at Cougar Reservoir on the McKenzie River in the fiscal year 2001 Energy and Water Appropriations bill, H.R.5483, signed into law on October 27, 2000 and the fiscal year 2000 Energy and Water Appropriations bill, H.R.2605, signed into

law on September 29, 1999. The facility will control temperature fluctuations identified as a key limiting factor on endangered fish species in the McKenzie and Willamette Rivers.

< Also in the Energy and Water Appropriations bills, DeFazio secured \$286,000 for an environmental restoration project along the Springfield Millrace. The project aims to improve water quality and enhance fish habitat in the millrace and millpond.

< Secured \$1 million for new runway lighting at the North Bend airport, \$13 million for the Oregon Department of Transportation's backlog of emergency road repairs, and \$1 million for new Lane Transit District buses. This funding was included in the fiscal year 2001 Transportation Appropriations bill, H.R.4475, signed into law on October 23, 2000. In the fiscal year 2000 Transportation Appropriations bill, H.R.2084, signed into law on October 29, 1999, DeFazio secured \$500,000 for track improvements in Linn and Multnomah counties to facilitate implementation of high speed rail.

< Secured \$2.35 million for land acquisition in the West Eugene wetlands in the fiscal year 2001 Department of Interior Appropriations bill, H.R.4578 (signed into law on October 11, 2000) and the fiscal year 2000 Interior Appropriations bill, H.R.2466, which was rolled into the Fiscal Year 2000 Consolidated Appropriations Act , H.R.3194, and signed into law on November 29, 2000.

< Also in the FY2001 and FY2000 Interior Appropriations bills, secured \$1 million for environmental improvements at Waldo Lake, and \$500,000 for additions to the Oregon Coast Refuge system.

< Secured increased funding for fishery management agencies and impacted communities to address the groundfish disaster, including \$2 million in additional funding for groundfish stock assessments as part of H.R.4328, the fiscal year 2000 Commerce Justice State Appropriations bill. One of the major factors contributing to the decrease in allowable catch for groundfish is lack of accurate stock data. Currently, fisheries managers in the Northwest are making decisions based on old data. Increased funding will allow fisheries managers to more accurately estimate fish stocks and possibly allow continued fishing. **The legislation was included in H.R.3194, the fiscal year 2000 Consolidated Appropriations Act and signed into law on November 29, 1999.**

< In addition to the increased funding for assessments, DeFazio also helped to secure \$5 Million in emergency assistance to West Coast communities affected by groundfish disaster as part of the fiscal year 2000 emergency supplemental spending bill. This disaster funding will provide assistance to out of work fishermen and their families in the short-term.

< Author of H.R.1444, legislation establishing a fish screen construction program for irrigation projects in the Northwest to lower fish mortalities. The legislation was signed into law on November 13, 2000.

< **Secured enactment of S. 1937, legislation giving Bonneville Power Administration the authority to sell power to Joint Operating Entities (JOEs).** The bill amends the Pacific Northwest Electric Power Planning and Conservation Act to allow small utilities to consolidate into Joint Operating Entities, purchase power in bulk quantities, and in turn pass the savings on to customers. **In March, 2000 DeFazio testified before the House Commerce Committee in support of the legislation. The President signed the JOE legislation in to law on September 22, 2000.**

< **Author of H.R. 773, a bill to reauthorize the Older Americans Act.** This Act expired in 1995 and authorizes funding for programs like Meals on Wheels. The bill had 233 cosponsors (218 votes are required to approve legislation in the House) and was endorsed by every major senior citizen advocacy group including AARP, the National Council on Aging, the National Council of Senior Citizens and the National Committee to Preserve Social Security and Medicare. The bill was also the subject of a discharge petition garnering 191 signatures. A discharge petition with 218 signatures will allow the bill to be brought to the House floor for a vote, even with the opposition of House leaders and the Committees of jurisdiction. **Overwhelming support for DeFazio's bill forced the congressional leadership to finally reauthorize the OAA. On November 1, 2000 the bill was signed into law, five years after the programs had expired.**

< **From his position as the top Democrat on the House Coast Guard and Maritime Transportation Subcommittee, DeFazio successfully pushed through an amendment he authored to H.R. 820, the 1999 Coast Guard Reauthorization Act to enhance the Coast Guard's authority to regulate and control foreign flagged vessels in U.S. waters.** DeFazio's amendment was written to address concerns raised by the grounding, in early 1999, of the Panamanian flagged vessel, the *New Carissa*, off of Coos Bay. **The legislation was approved by the House of Representatives on March 17, 1999.**

< Led congressional effort to ensure the FAA promulgated regulations to protect the health and safety of flight attendants who, unlike most American workers, are not covered by OSHA. The FAA had failed to provide equal protections for flight attendants for the past twenty-five years. Proposed regulations were announced in December 2000.

< **Helped win approval of HR 2798, the Pacific Salmon Recovery Act which authorizes \$600 million over three years for salmon conservation and restoration projects in the Northwest.** DeFazio played a key role in designating approximately \$40 million a year for salmon protection in Oregon and worked to ensure that the bill will allow federal assistance to move seamlessly to activities funded through the Oregon Watershed Enhancement Board. **The Pacific Salmon Recovery Act passed the House on September 19, 2000.**

< **Through his position on the House Transportation and Infrastructure Committee, DeFazio secured authorizations for seven Oregon projects totaling more than \$280 million in the Water Resources Development Acts of 1999 and 2000, S. 507 signed into law on July 17, 1999 and S. 2796. approved by Congress on November 3, 2000.** The projects include:

\$64.7 million for the construction of temperature control towers at Cougar and Blue River Reservoirs. The project is designed to protect threatened fish species by controlling temperature fluctuations caused by dam operations.

\$2.6 million for an environmental restoration project along the Springfield Millrace. The project aims to improve water quality and enhance fish habitat in the millrace and millpond.

\$3 million for an environmental restoration project on the Upper Amazon Creek in Eugene. The project will restore the natural channel of the creek and enhance the stream ecosystem.

Up to \$30 million for non-structural, watershed-based flood control projects on the Willamette River. The project aims to restore the river's natural floodplain to prevent future flood damage and create wetlands habitat for plants and animals, including threatened and endangered fish species.

\$1 million to prevent river bank erosion along the Willamette River at Skinner Butte Park in Eugene.

\$183.6 million to deepen the Columbia River shipping channel. The project will increase the channel depth from 40 feet to 43 feet, enabling larger ships to call on Columbia river ports.

\$2.5 million for an environmental restoration project along the Eugene Millrace.

\$4.6 million for an environmental restoration project on the Central Amazon Creek in Eugene.

\$3.62 million to restore Delta Ponds approximately 200 acres of park and open space owned by the City of Eugene providing potential habitat for aquatic species, including endangered birds and fish and migratory birds.

< At DeFazio's request, both WRDA bills also continue the operation of the Northwest dredges the *Essayons* and the *Yaquina*. Dredging privatization forces have continually attempted to eliminate these two dredges which serve Northwest ports. These efforts are vigorously opposed by Northwest ports and DeFazio.

< At DeFazio's request WRDA 2000 also continues Corps of Engineers policy prohibiting contracting out of operations and maintenance activities at hydroelectric facilities. DeFazio argued that the federal investment in these facilities is best protected by an experienced, stable work force which has a long-term commitment to the project, not a private entity which has a maintenance contract by virtue of a lowest-cost bid (see further information on this issue below in 101st Congress).

< **Secured \$2.35 million for the Port of Port Orford's dock replacement project through an Economic Development Administration grant.** DeFazio has been a longtime champion of this project which will support at least 320 jobs and contribute \$6 million annually in economic benefits to this economically depressed community.

< **Author of H.R.2052, legislation giving the State of Oregon a formal role in cleanup decisions at Hanford. Similar legislation was included in Superfund reform legislation, H.R.1300, and approved by the House Transportation and Infrastructure Committee on August 5, 1999.**

< **Author of legislation, H.R.4189, to authorize funding for a ship scrapping pilot program at the U.S. Maritime Administration (MARAD).** The legislation would allow qualifying U.S. shipyards to scrap its obsolete vessels, rather than sending them overseas where they are scrapped in extremely dangerous conditions. The bill overrides MARAD's statutory obligation to sell its obsolete vessels, by acknowledging that to scrap vessels in an environmentally responsible manner will require funding. **The bill was the subject of a House Coast Guard and Maritime Administration Subcommittee hearing on May 24, 2000 and legislation to authorize a similar program was included in H.R.4205, the Fiscal Year 2001 Department of Defense Authorization bill, enacted on October 30, 2000. Ten million dollars for the program was included in H.R.4576, the Department of Defense Appropriations bill for fiscal year 2001, signed into law on August 9, 2000.**

< Led effort in House urging House and Senate conference members negotiating H.R.1554, legislation to allow rural consumers to receive local tv programming, to insist on including provisions for rural consumers. This provision was ultimately included in H.R.3615, approved by the House of Representatives on April 13, 2000 and was rolled into the Consolidated Appropriations Act of 2001 and signed into law on December 21, 2000.

< Founding member of the House "Water Infrastructure Caucus," to address the nation's water infrastructure needs. The goal of the caucus is to enact legislation authorizing federal funding for communities to build new drinking water and sewage treatment facilities. Even with existing federal grant and loan programs, communities looking to replace aging water systems face skyrocketing water bills. Rural communities are especially burdened in their efforts to meet clean water and safe drinking water mandates with aging systems.

< **Author of H.Con.Res.350, a resolution condemning the intimidation of human rights observers in Mexico and urging the Mexican government to honor international human rights treaties.** Hundreds of international observers, including Americans, were victims of threats and mistreatment as they tried to document abuses of power, and violations of international human rights treaties signed by Mexico. Following introduction of the legislation, Tom Hansen, director of the Mexico Solidarity Network, was readmitted to Mexico and the officials involved agreed to review other expulsion cases. **Activists credit the publicity and pressure associated with DeFazio's legislation as a key reason for the about-face by the Mexican government.**

< Led effort urging USDA to implement new national standards for organic food labeling. DeFazio was author of the legislation, approved in 1990, directing USDA to formulate national organic standard. An initial proposed regulation, released in 1997, was widely criticized. **DeFazio led the successful effort to convince the USDA to redraft its proposal. The final organic regulation, which was supported by DeFazio and the organic industry, was published in December 2000.**

< Continuing his efforts to combat corporate welfare, DeFazio and Senator Tom Harkin asked the General Accounting Office to compile a list of procurement fraud cases among the top 100 defense contractors from January 1995 through September 1999. DeFazio offered an amendment to the 2000 Department of Defense Authorization bill to prohibit the DOD from entering into contracts with companies that violate the law more than three times and has introduced a bill, H.R.5439, to end taxpayer support of federal contractors that violate the law more than three times.

< Author of an alternative budget proposal for fiscal year 2001. The budget uses cuts in wasteful Pentagon programs and corporate tax breaks to increase spending in priority areas such as education, health care, housing, veterans care and social services. DeFazio also introduced legislation, H.R.5317, the increase accountability for government spending and to reduce wasteful government spending.

< One of the leaders in the House in the attempt to defeat legislation to grant permanent most-favored nation status to China. DeFazio was also the lead Democrat on the floor during consideration of legislation, which he favored, to withdraw from the World Trade Organization.

< **Led battle on the House floor against legislation designed to overturn Oregon's Death With Dignity Act. Together with the rest of Oregon's congressional delegation, DeFazio secured enough votes against the measure to sustain a presidential veto.**

< **Cosponsor of a successful House floor amendment to H.R.4577, the fiscal year 2001 Departments of Labor, Health and Human Services, and Education Appropriations bill to require the National Institutes of Health to make prescription drugs developed at taxpayer expense available to the public at a reasonable price. The legislation was approved by the House of Representatives on June 14, 2000.**

< **Cosponsor of a successful House floor amendment to H.R.4461, the fiscal year 2001 Agriculture Appropriations bill to permit the importation and re-importation of prescription drugs, thus lowering drug prices. A weakened provision, signed into law on October 28, 2000, was overturned by the Administration.**

< **Author of H.R.2717, a bill to preserve Social Security for future generations without reducing benefits by making progressive changes in the payroll taxes that fund the Social Security system. DeFazio testified about his legislation before the House Ways and**

Means Committee in June of 1999 at a hearing on proposals to improve the long term solvency of Social Security.

< Author of a package of bills to prevent youth violence, including legislation to increase funding for crime prevention programs and require insurance companies to provide adequate coverage for mental health care. This effort came in response to the needs identified in his community following the May, 1998 shootings at Thurston High School in Springfield. The legislation is designed to prevent kids from turning to violence by providing adequate crisis intervention and support services and to limit opportunities for troubled kids to obtain firearms. **DeFazio successfully increased funding for the Oregon National Guard's Youth Challenge program each year since introducing this legislation, one of the goals of the package. In addition, DeFazio's detain-and-evaluate proposal was included in both the House and Senate Juvenile Crime Prevention bills H.R.1501/S.254 , approved by the House on July 17, 1999.** The detain-and-evaluate legislation would provide incentive grants to states with laws requiring law enforcement officials to automatically detain and evaluate students caught bringing guns to school.

< Author of H.R.2635, the "Access to Medical Treatment Act," a bill to allow patients greater freedom of choice in medical care, which he introduces each Congress. In the 105th Congress, DeFazio testified before the House Committee on Government Reform and Oversight on the issue and has gained the support of the Chairman of this Committee in pushing for passage of the legislation.

< Author of H.R.908, the "Aviation Consumer Right To Know Act," legislation to improve consumers' access to information about delays, cancellations, frequent flyer miles, and other policies of the airline industry. The legislation was the subject of two House Aviation Subcommittee hearings in March of 1999. DeFazio also authored legislation, H.R.2051, to require the Secretary of Transportation to investigate unreasonably high air fares or inadequate air carrier competition at airports at the request of the community served by that airport.

< Author of H.J.Res.42, a bill to substantially revise the War Powers Resolution, reasserting Congress' constitutional power to declare war by placing statutory limits on the President's power to initiate hostilities and by giving members of Congress legal standing to bring suit against the President for his failure to comply with the Resolution. DeFazio has introduced this bill in every Congress and remains a leader in the effort to restore the congressional role in the decision to go to war.

< Author of H.R.1312, a bill to freeze cable rates and require an FCC investigation of cable rate increases. DeFazio introduced identical legislation in the 105th Congress prompting the introduction of several bills and hearings in the House Subcommittee on Telecommunications and the Senate Commerce Committee.

< Named "Taxpayer Hero" by Taxpayers for Common Sense for his efforts to cut corporate welfare. He was also the second most fiscally conservative Democrat in the House of

Representatives according to the National Taxpayers Union's analysis of his voting record in 1999.

< Received the American Psychiatric Association's "1999 Distinguished Service Award" for outstanding leadership ending discrimination against people suffering from mental illness.

< Received the National Nutritional Foods Association 1999 Congressional Champion Award.

< Received the Christian World Adoption Humanitarian Award for helping needy children.

< Received the Congressional Youth Leadership Council Award for his commitment to educating today's young leaders for their future roles.

< Received Humane Legislator of the Year award from the American Humane Association for his support on of animal protection legislation in 1999.

< Earned 100% rating for his 1999 voting record from Peace Action Education Fund. DeFazio was one of only seven Members of Congress with a perfect voting record on issues pertaining to peace and justice. Lawmakers' grades were based on their votes on issues such as defense spending, national missile defense, weapons trafficking and human rights.

< Received the Friends Committee on National Legislation "Giraffe" Award, for his leadership in efforts to reduce military spending.

< Earned 100% rating for this 1999 voting record from the Humane Society of US. Scoring is based on votes on animal protection legislation.

< Received National Forest Counties and Schools Coalition Distinguished Service Award in appreciation for his dedication and commitment to the Forest Counties and Schools of America.

< Received a superior rating on the U.S. Business and Industry Council's trade report card Included on the USBIC's honor role for 2000. Honor role members demonstrate a commitment to defending the integrity and vitality of the American economy.

Here are some selected highlights of DeFazio's past accomplishments:

In the 105th Congress (1997-1998)

< Co-founded, with Rep. George Nethercutt (R-WA), the Northwest Energy Caucus dedicated to retaining the benefits of the Columbia River's hydroelectric system within the region.

< **From his position as a senior member of the House Transportation and Infrastructure Committee, DeFazio fought for an increased federal share of funds for Oregon**

transportation projects as part of the reauthorization of the \$200 billion federal transportation bill, H.R.2400. His efforts helped secure a 52% increase in funding for Oregon. The legislation also included authorization for additional light rail service in Portland, designation of I-5 as a high priority corridor and a \$1.3 billion increase nationally for the Federal Lands Highways Program. High Priority Corridor designation makes Oregon eligible to receive additional funds for projects along I-5. Oregon is the top beneficiary nationally under the Federal Lands Highways Program because of its high concentration of Forest Service land. **The bill was signed into law on June 9, 1998.** As part of the 1998 transportation funding package he secured funding for the following projects in his congressional district:

\$10 million to renovate the 1930's era highway bridge crossing the Rogue River in Gold Beach. The renovations will allow continued safe use of the bridge while preserving its historic beauty.

\$10 million to renovate the Albany Train Station. The renovations will improve pedestrian, motor vehicle and bicycle access and allow the station to serve as a Greyhound bus station as well as an Amtrak train station.

\$5.5 million to repair the Coos Bay Rail Bridge. The crumbling bridge is in jeopardy of closing because of safety concerns. Its closure would force more truck traffic onto Highway 101 adding to congestion problems in the Bay Area.

\$3 million for study and design of a new interchange at I-5 and Beltline Road in Springfield. This interchange, with its antiquated clover-leaf design, has outlived its use and is a serious safety hazard.

\$8.8 million for development of Bus Rapid Transit in Lane County.

\$4.5 million for safety improvements to Highway 58 in Lane County.

\$2 million for construction of bike paths in Springfield, Eugene and Cottage Grove, linking existing bike paths to recreation areas and town centers.

\$2 million to renovate the Eugene train station.

< Secured \$1.7 million to complete preliminary design and engineering for the Willamette Temperature Control facility at Cougar Reservoir in the fiscal year 1999 Energy and Water Appropriations bill, H.R.4060, signed into law on October 7, 1998, and the fiscal year 1998 Energy and Water Appropriations bill, H.R.2203, enacted on October 13, 1997. The facility will control temperature fluctuations identified as a key limiting factor on endangered fish species in the Willamette River. Also in the Fiscal Year 1998 bill was funding for an environmental restoration project on the Amazon Creek in Eugene.

< Secured authorization and funding of \$7.2 million for site acquisition and design for a new federal courthouse in Eugene through Transportation Committee resolution and in H.R.4104, the fiscal year 1999 Treasury, Postal Service and General Government Appropriations bill, which was rolled into H.R.4328, the fiscal year 1999 Omnibus Appropriations Act, and enacted into law on October 21, 1998.

< As part of the fiscal year 1998 Interior Appropriations bill, H.R.2107, enacted on November 14, 1997, and H.R.4328, the fiscal year 1999 Omnibus Appropriations Act, DeFazio secured funding for the following projects:

\$1.550 million for land acquisition in the West Eugene wetlands.

\$550,000 for environmental improvements at Waldo Lake,

\$4 million for rebuilding the Oakridge Forest Service Ranger Station

\$2 million for purchase of mining claims at the headwaters of the Chetco River in the Kalmiopsis Wilderness and A newly patented mining claim in the Kalmiopsis Wilderness threatened the Chetco River's salmon population. In a unique agreement between the owner of 17 mining claims in Kalmiopsis, the non-profit conservation group River Network and the U.S. Forest Service, the claim owner sold the patented mining claim and then donated the remaining 16 to the federal government. The \$2 million went towards purchase of the patented mining claim. Although approved in 1997, the funding was not finalized until the fall of 1998.

\$2.3 million for acquisition of Crook Point, the last undeveloped headland on the Oregon coast. The property will become part of the Fish and Wildlife Service's Oregon Coastal Refuge. This funding was also approved in 1997 and then released in late 1998.

< Secured \$2 million in funding for Lane Transit District buses in H.R.2169, the fiscal year 1998 Transportation Appropriations bill, signed into law on October 27, 1997.

< Secured \$15 million for veterans medical research funding in H.R.2158, the fiscal year 1998 VA-HUD Appropriations bill, enacted on October 27, 1997. DeFazio successfully offered an amendment on the House floor to include the funding.

< Successfully led a bi-partisan coalition of 50 Members of Congress urging the U.S. Department of Agriculture to redraft regulations to implement organic labeling requirements. The Department rewrote the proposal in response to congressional and public pressure.

< With Congressman Bob Smith (R-OR), introduced and secured approval in the House and Senate of a bill, H.R.4326, to ensure that sales or exchanges of O&C or Coos Bay Wagon Road land do not result in a net loss of O&C or Coos Bay Wagon Road land.

This protects the current O&C land base without prejudicing future forest plan revisions. Also included in the bill is a provision to expand the Bandon Marsh National Wildlife Refuge in Coos County as well as several other Oregon resource protection provisions. **The legislation was signed into law on October 30, 1998**

< Author of H.R.1906, a bill to freeze congressional salaries until the federal budget is balanced. DeFazio also introduced legislation in the 101st Congress (H.R. 149), to limit the size of any congressional pay increases to the cost of living adjustments granted to Social Security beneficiaries and require that a raise can only take effect after an intervening election.

< **Co-authored an amendment to reduce funding for wasteful lethal predator control tactics on Western lands by the U.S. Department of Agriculture's Wildlife Services program (formerly called Animal Damage Control). The amendment was initially approved by the House of Representatives by a vote of 229 to 193. However, on a re-vote the following day, the amendment failed 192 to 232.**

< **Led successful effort to end the use of compound 1080 in livestock protection collars in Oregon. Compound 1080 is an extremely dangerous poison with no known antidote. With urging from DeFazio, Oregon Governor John Kitzhaber ended a proposed pilot program to use the compound as a predator control measure in Curry County, Oregon.**

< Received the "Humane Achievement" award from the Greenhill Humane Society in Eugene, Oregon, for his work to reform the U.S. Department of Agriculture's Wildlife Services Agency, and other animal rights efforts.

< Author of H.R.2818, a bill to repeal the recreation fee program for access to public lands maintained by the Bureau of Land Management and the U.S. Forest Service. The bill replaces the fee demonstration program with a royalty on hard rock mining. DeFazio also offered amendments on the House floor to fiscal year 1999 and fiscal year 2000 Interior Appropriations bills to eliminate the program. These amendments, however, were not approved. DeFazio continues to offer the amendment each year.

< Author of H.R.4267, a bill to establish a permanent inflation-adjusted "safety net" for timber-dependant counties throughout the U.S. (see above for further action in 106th Congress).

< **Led successful effort in the House to increase funding for the National Guard's Youth Challenge Program.** When first considered, the House Department of Defense funding bill for fiscal year 1999 cut funding for the Youth Challenge Program by \$10 million from last year's level, putting Oregon's program in jeopardy. As a result of his efforts, the final funding bill, H.R.4103, includes a \$12 million increase over last year's funding level. Not only did this allow Oregon's program to continue, it was expanded to a full year program. **The legislation was signed into law on October 17, 1998.**

< Received "Fearless Heart" award from the Oregon Chapter of the National Alliance for the Mentally Ill in recognition of his efforts to enact mental health parity legislation.

< **Together with other members of Oregon's congressional delegation and more than 50 health and hospice related organizations, successfully fought off the first attempts by the congressional leadership to overturn Oregon's assisted suicide law.**

< **Author of H.R.2651, a bill to establish an Emergency Commission to End the Trade Deficit. This bill established a panel to examine the failures of U.S. trade policy and suggest policy changes. The bill became law on May 1, 1998 as part of H.R.3579, the fiscal year 1998 supplemental appropriations bill and the panel issued its conclusions on November 14, 2000. DeFazio secured the appointment of Ken Lewis, an Oregon businessman, to the panel.**

< **Led a group of more than sixty Member of Congress in successfully opposing a provision in the House-passed tax package repealing section 117(d) of the tax code.** This provision provides tax-exempt status for the nominal value of scholarships, fellowships, and tuition and fee waivers received by graduate students working as teaching or research assistants. DeFazio worked with students all over the country to ensure the provision was dropped from the final tax package. **DeFazio authored similar provisions in a law approved in the 100th Congress making this provision permanent (see below).**

< Following passage of the tax package, DeFazio organized a letter to President Clinton urging his to use the line item veto on certain provisions. The President vetoed three provisions, the first time a President has used the new authority.

< Received the American College of Nutrition's 1997 Humanitarian Award in recognition of his efforts in communicating to the American public the importance of nutrition and physical fitness, primarily in promoting access to alternative therapies.

< **Secured \$32 million in child abuse prevention funding in the fiscal year 1998 and fiscal year 1999 Labor-HHS Appropriations bills. DeFazio successfully offered an amendment on the House floor to include the funding in the fiscal year 1998 funding bill.**

< Played lead role in defeat of President Clinton's Fast Track trade initiative.

< **Author of H.R.1055, a bill to elevate the National Institutes of Health's Office of Alternative Medicine to a National Center for Integral Medicine.** The bill would boost the credibility of the office and give administrators more control over grants for studies and clinical research on alternative medicine. **The legislation was enacted into law on October 21, 2000 as part of H.R.4328, the Omnibus Appropriations bill for fiscal year 1999.**

< **Author of H.R.2120, the "Telephone Consumer Slamming Prevention Act," a bill to prevent long distance phone companies from switching a consumer's long distance provider without written consent from the consumer. The bill was endorsed by the**

Oregon PCU, AARP, and the Consumer Federation of America, among others. Provisions in his bill were included in legislation approved by the House of Representatives on October 12, 1998.

104th Congress (1995-1996)

< Author of H.R. 1955, a bill prohibiting the increasingly common practice by health insurance companies of forcing new mothers and their infants to leave a hospital within 48 hours. This ban on so-called "drive through deliveries" was included in the FY 97 VA-HUD Appropriations bill, H.R.3666, and enacted into law on September 26, 1996.

< Author of H.R. 599, a bill refinancing the Bonneville Power Administration's appropriated Treasury debt at prevailing interest rates. The bill became law in 1996.

< Author of H.R. 499, bipartisan legislation to require the withdrawal of the U.S. from NAFTA.

< Author of H.R. 1973, a bill to reduce the number of military operational support aircraft. After introducing the bill, DeFazio then offered a successful amendment on the floor of the House to the Defense Appropriations bill to cut \$50 million from the account supporting operational support aircraft, the "general's jets" used to transport high ranking military officials around the world. DeFazio and Iowa Republican Senator Charles Grassley had earlier requested a GAO report on the subject. The report concluded that the OSA fleet was far in excess of military requirements.

< Author of H.R. 3831, a bill making safety the first and only priority of the Federal Aviation Administration. Prior to 1996, the FAA had a dual and conflicting mandate to both promote safety and the economic interests of the commercial aviation industry. A modified version of this bill was included in H.R.3539, the 1996 FAA Reauthorization bill, and enacted into law on October 9, 1996.

< Co-author -- with Rep. Major Owens, D-N.Y. -- of the Congressional Black Caucus and Progressive Caucus budget resolution, debated during the 1996 budget debates. The DeFazio-Owens budget relies on reductions in Cold War military spending and corporate subsidies and tax breaks to achieve a balanced federal budget within 6 years.

< Author of H.R. 3134, a bill designating the new federal courthouse in Portland as the Mark O. Hatfield United States Courthouse." The bill was signed into law on October 1, 1996.

< Author of H.R. 2673, the Fishing Families Relief Act, a bill giving states greater flexibility in the use of disaster relief funds for people employed in the commercial fishing industry. This bill was ultimately included in H.R.39, the "American Fisheries Act of 1996," and signed into law on October 11, 1996.

< **Co-author of H.R. 4058, legislation to require insurance companies to provide the same levels of coverage for mental illness as they do for physical health problems.**

DeFazio led an effort to gather signatures from 116 of his colleagues on a letter to congressional leaders urging them to keep mental health parity provisions in the Kennedy-Kassebaum health insurance portability bill. **DeFazio was honored with an award from the American Psychological Association for his leadership in the enactment of limited mental health parity legislation, which was finally included in H.R.3666, the FY97 VA-HUD Appropriations bill, and enacted into law on September 26, 1996.**

< Since early in DeFazio's career, Republican and Democratic Administrations have proposed reductions in Coast Guard coverage along Oregon's south coast. DeFazio has been successful in warding off those cuts. In 1995, DeFazio offered an amendment on the floor of the House to maintain small boat lifesaving stations in Bandon and Gold Beach. His amendment failed, but service was restored administratively at his urging.

< **DeFazio was again able to include the provisions from legislation he introduced in the 103rd Congress in the House-passed Clean Water Act amendments, though he opposed passage of the bill on the grounds that it significantly weakened most current Clean Water Act protections. The DeFazio provision places federal facilities, including Hanford, under the Clean Water Act's requirements and waives the federal government's sovereign immunity in clean-up related matters.**

< DeFazio and Rep Bernie Sanders, I-Vt., offered a number of successful floor amendments, including one prohibiting the use of taxpayer funds to subsidize merger and downsizing bonuses for executives at the defense firm Lockheed-Martin, one that more broadly prohibits the Department of Defense from subsidizing costs associated with job-killing defense mergers and an amendment offered to the fiscal year 1996 Treasury Department appropriations bill prohibiting the use of further U.S. funding for the purpose of bailing out the Mexican peso.

< DeFazio has gained a solid reputation as Pentagon watchdog. For instance, he worked closely with Taxpayers for Common Sense to produce a report called "Pentagon Follies." the report, which garnered national press attention, documented \$29 billion in military waste, including such examples as:

a third 18 hole golf course for Andrews Air Force base located 20 miles from Washington, D.C. Cost: \$7 million;

more than \$15 billion in "lost" money, due to shoddy Pentagon accounting practices; and

overpricing by the Pentagon's C-17 contractor for spare parts, including a charge of \$2,187 for a single hinge that should have cost \$31.

< **DeFazio and Rep. Tom Petri, R-Wis., offered an amendment to H.R.3816, the FY97 Energy and Water Appropriations bill to eliminate funding for the \$700 million Animas-**

La Plata irrigation project in S.W. Colorado. Though the House approved the amendment, the Senate restored the funds.

< DeFazio offered a successful amendment to the Transportation and Infrastructure Committee's Budget Reconciliation bill to continue federal dredging at ports along Oregon's coast. He prevailed in maintaining West Coast dredging services in the 1996 Water Resources Development Act, H.R. 3592, which also included DeFazio-sponsored provisions providing advance maintenance dredging at Oregon ports and authorizing channel improvements for the Port of Portland and an environmental restoration project on Lower Amazon Creek in Eugene. The bill was enacted into law on October 12, 1999.

< DeFazio and Colorado Republican Scott McInnis co-authored an amendment to fund alternatives to incineration to dispose of the nation's stockpile of chemical weapons.

< DeFazio secured funding for important S.W. Oregon projects, including \$2.5 million for the Lane Transit District to complete its downtown Eugene transfer station and \$1 million for further land purchases the West Eugene wetlands project in 1996.

In the 103rd Congress (1993-1994)

< Author of H.R. 1883, legislation to rectify the Social Security benefits discrepancy known as "the notch." DeFazio tried to force a floor vote on the notch issue by pushing notch reform as an amendment to H.R. 11, the Urban Aid Bill on June 29, 1992. He delayed the bill for a number of days and creating a minor crisis with the leadership. The bill was finally brought forward under suspension of the rules, no amendments allowed. Peter voted against the final Urban Aid bill because it had become a christmas tree laden with tax goodies, including a repeal of the luxury tax on yachts, furs and expensive jewelry. CBO estimated the luxury tax repeal cost the Treasury \$389 million over five years.

< Author of H.R. 453, the "Education Reform and Flexibility Act." This legislation would establish a national demonstration program to provide schools with increased flexibility to design curriculums. Major portions of this legislation were included in H.R.1804, the GOALS 2000 Act, enacted on March 31, 1994.

< Author of H.R. 1997, legislation to eliminate a tax benefit for log exporting corporations (the foreign sales corporation benefit) and provide favorable tax treatment for the capital gains from the sale of timber sold for domestic manufacturing purposes. The Foreign Sales Corporation tax benefit was eliminated as part of the 1993 Budget Reconciliation bill, H.R.2264, enacted on August 10, 1993.

< Author of H.R. 4847, the Bonneville Power Administration Appropriations Refinancing Act. This DeFazio-Hatfield proposal would refinance BPA's outstanding appropriated Treasury debt at current interest rates and provide long term protection for BPA's utility customers against future federal attempts to arbitrarily alter the terms of BPA's debt

repayment. **Thanks to DeFazio's efforts, the Clinton Administration endorsed the bill, which was included in the 1995 Budget Reconciliation bill.**

< DeFazio led the fight to save The Emergency Food Assistance Program (TEFAP) to help provide food commodities to children and poor working families. The Clinton Administration recommended cancellation of this program, but DeFazio mobilized 103 House Members in an effort to fund the program. His coalition was able to restore \$25 million for food commodities and \$40 million for administration of the program.

< DeFazio led a group of 78 House Members in a letter to the Speaker insisting that reproductive services be included in any national health plan.

< DeFazio chaired a congressional Task Force on the Bonneville Power Administration. The BPA Task Force held a series of hearings on the condition of the BPA and its plans for the future. The Task Force's investigation was the first extensive congressional oversight into Bonneville since the passage of the 1980 Northwest Power Act, which created the Northwest Power Planning Council, and gave Bonneville new regional energy and conservation acquisition responsibilities, as well as a mandate to protect and enhance fish and wildlife populations affected by the Columbia River hydroelectric system. A Task Force report and recommendations were completed in May 1994 and have had a significant influence in the regional debate over BPA's future course.

< A DeFazio amendment to give states that lie within 50-miles of a Superfund site enhanced standing with respect to clean-up operations at the site was included in the House Superfund reauthorization bill, H.R.3800, approved by the Public Works and Transportation Committee on August 8, 1994. The amendment would allow the State of Oregon to more closely monitor and comment upon the clean-up operation underway at the Hanford Nuclear Reservation.

< Author of H.R.2580, legislation to provide independent oversight and enforcement of Clean Water Act violations at federal facilities, including U.S. nuclear weapons production facilities like Hanford. The bill was supported by the Clinton Administration and included in the Public Works Committee's version of Clean Water Act reauthorization legislation, H.R.3948. It was also included in the Committee's CWA bill in the 104th Congress (see above).

< After leading a 6-year fight in Congress to designate Oregon's Upper Klamath River as a federal Wild and Scenic River, DeFazio pushed the Interior Department to support Governor Barbara Roberts request to give the river federal designation. In September 1994, the Interior Department granted Governor Roberts' and Rep. DeFazio's request.

< Facing the prospect of greatly reduced timber sale payments to county governments in Oregon, DeFazio worked with the Clinton Administration and county governments to craft a 10-year guaranteed safety net for Western Oregon counties, many of whom are highly dependent on federal timber sale receipts for services such as law enforcement and

public health. The new formula is an entitlement that will require no annual appropriation. It was included in the Omnibus Budget Reconciliation Act of 1993, H.R.2264, enacted on August 10, 1993.

< Secured authorization for \$8.8 million for the Coos Bay channel deepening program included in the Water Resources Development Act of 1994 (WRDA94), H.R.4460, approved by the House of Representatives on October 3, 1994. Ultimately, enactment of WRDA94 was delayed and final authorization for the Coos Bay project was included in the fiscal year 1996 Energy and Water Appropriations bill, H.R.1905, enacted on November 13, 1995).

< DeFazio secured important federal funding for projects in Oregon, including:

Funding to maintain important dredging operations that keep Oregon rivers and harbors open to commercial and recreational traffic.

Funding to continue land acquisition for the innovative wetlands project in West Eugene, a national model for urban wetlands protection and restoration.

Funding to purchase of land around Tahkenitch Lake in the Oregon Dunes National Recreational Area. Tahkenitch Lake is one of the last undeveloped lakes along the Oregon coast.

Priority funding designation for road improvements along Oregon State Highway 138 in Douglas County and U.S. Hwy 101 along the Oregon coast.

Funding to help Lane Transit District construct a new downtown bus transfer station and acquire 23 new buses.

Funding to build a scenic by-way and bicycle route between the towns of Glendale, on Interstate 5, and Powers, about 50-miles away on the Coquille River. The cities of Powers and Glendale developed the project in conjunction with Rural Development Initiatives, Inc.

In the 102nd Congress (1991-1992)

< Author of H.R. 2614, a bill reforming the General Mining Act of 1872. Many of the significant provisions of H.R. 2614 were included in H.R. 918, a bill ultimately approved by the House on October 4, 1992. DeFazio's amendment adding an 8 percent royalty on the value of minerals removed from federal land was adopted by the committee during its consideration of the bill.

< Author of legislation prepared as a committee substitute for H.R. 4899, legislation introduced by House Interior Committee Chairman George Miller creating an 8.8 million acre

forest reserve system in Oregon, Washington, and N. California. DeFazio's bill incorporated for the first time in legislation the concept of "biological diversity management," a "managed old growth" designation which offers an alternative to a no-management reserve approach.

< Using his position on the House Public Works and Transportation Committee, DeFazio fought for a major funding increases in federal highway and mass transit spending in the omnibus surface transportation bill, including more than \$2 billion for projects in Oregon. The legislation, H.R.2950, the "Intermodal Surface Transportation Efficiency Act" (ISTEA) was signed into law on December 18, 1991. Oregon projects in the bill include:

\$515 million for construction of the Westside Light Rail project.

\$23.7 million for reconstruction of the Ferry Street Bridge in Eugene.

\$6 million for a bypass on Interstate-5 at Salem.

\$14.2 million to widen 2.7 miles on U.S. Highway 26.

\$2.1 million to construct a railroad bridge near the Port of Portland.

< Also included in ISTEA, were provisions similar to those in legislation authored by DeFazio, H.R.2869, to allow highway trust fund money to be used for bike and pedestrian facilities. The legislation also promotes bike safety, requires that each state establish a bike coordinator and require bike and pedestrian needs to be considered in state transportation plans. DeFazio also founded the "Congressional Bicycle Working Group," in 1991.

< DeFazio fought for federal funding to acquire and protect several sensitive parcels of land in southwest Oregon including:

Funding for an innovative wetlands project in West Eugene. The project has become a national model for urban wetlands protection and restoration.

Money to complete the land acquisition project at Coquille Point. These lands provide a buffer zone between mainland development and the Oregon Islands National Wildlife Refuge.

An initial payment for the purchase of land around Tahkenitch Lake in the Oregon Dunes National Recreational Area. Tahkenitch Lake is one of the last undeveloped lakes along the Oregon coast.

Money for land purchases along the New River to add to the New River Area of Critical Environmental Concern. The land will be purchased from willing sellers.

< He helped obtain funding for two major silvicultural experiments, one located on the Umpqua National Forest in Oregon. The experiments, done under the auspices of the Forest Service's New Perspectives Partners, will test alternative silvicultural techniques that could better integrate timber harvest with the needs of sensitive wildlife species.

< **As a member of the conference committee on H.R. 776, the Comprehensive National Energy Policy Act, DeFazio played a key role in securing House support for a provision allowing the Bonneville Power Administration to contract directly with the Army Corps of Engineers and Bureau of Reclamation for generation improvements and maintenance activities at the Columbia River system dams.** The BPA estimates this provision will save the region's ratepayers about \$400 million over the life of the improvements. **The legislation was enacted on September 30, 1996.**

In the 101st Congress (1989-1990)

< **Author of H.R. 1191, 3827, and 3828, bills to ban log exports from State and federal lands, and close the "substitution" loopholes that allow some companies to export logs from their private lands and purchase federal logs for their domestic milling operations. DeFazio's legislation formed the basis for the log export restrictions signed by President Bush on August 20, 1990.**

< Author of H.R. 5651, a bill to restrict log exports from private lands. This was the first of a number of unsuccessful bills Peter has introduced to reduce the volume of logs exported from private lands in the Northwest.

< **Author of H.R. 4156, landmark legislation setting national standards for the production and labeling of organically produced foods. H.R. 4156 was adopted as an amendment to the 1990 Farm Bill, H.R.3950. It was the only amendment adopted on the floor of the House despite opposition from the Chairman of the House Agriculture Committee. The legislation became law on November 28, 1990.**

< **Author of legislation, H.R.1564, to revise the Medicare Catastrophic Coverage Act of 1988. DeFazio voted against the Medicare Catastrophic bill which proved unpopular with seniors and was ultimately repealed by H.R.3607, enacted into law on December 13, 1989.**

< **As part of H.R.5314, the 1990 Water Resources Development Act (WRDA90), DeFazio secured language declaring dam operation and maintenance federal responsibilities.** In 1990, the Army Corps of Engineers attempted to contract out much of the operations and maintenance of these dams, over the strong opposition of the region's legislators who argued that efficient operation of dams in the Northwest was vital to the region's economy. Studies of similar actions done at other facilities showed that the little cost savings that resulted from contracting out maintenance was far outweighed by the losses associated from the lack of reliable, quality service. DeFazio successfully argued that federal taxpayers have billions of

dollars invested in these projects and it is important that they be maintained and operated properly. **As a result, WRDA90, enacted on November 28, 1990, expressly prohibits the Corps from contracting out any dam operations and maintenance.**

< Author of H.J.Res.533, a resolution designating July 19, 1990 as “Flight Attendant Safety Professional’s Day.” The President issued the designation on July 8, 1990.

< DeFazio was able to jump-start these Oregon projects:

Priority designation and funding for an outpatient clinic to serve veterans on Oregon's south coast. The clinic was completed in 1991.

Priority designation for a runway extension at Eugene's Mahlon Sweet airport.

Funding for a pilot program at the U of O to design energy efficient prefabricated housing. The program is one of the only ones of its kind in the nation and offers an opportunity to develop a new local industrialized housing industry.

In the 100th Congress (1987-1988)

< Author of H.R. 1587, a bill to allow states to prohibit the export of unprocessed logs harvested from state owned or state administered lands. This was the second bill introduced by DeFazio in his first term in Congress. A version of this bill was passed into law in the 101st Congress.

< Author of H.R. 4164, a bill to add 40 Oregon rivers to the nation's Wild and Scenic Rivers system. This was the largest expansion of the federal Wild and Scenic Rivers Act outside of Alaska. Senator Hatfield sponsored a companion bill in the Senate. **The legislation was enacted into law on October 28, 1988.**

< Author of H.R.4695, legislation to allow firefighters employed by the Forest Service and the BLM to receive overtime pay while working under emergency conditions. The bill was enacted into law on October 24, 1988. Prior to enactment, many Oregon firefighters ended up working for free during heavy fire seasons.

< Author of H.R. 3684, a bill to amend the Buy American Act to include services. For example, the bill would prohibit a foreign construction firm from bidding on federally financed projects when that firm's government prohibits foreign firms from competing in its own markets. **The bill was included in the 1987 Omnibus Trade Bill, H.R.4848, which was signed into law on August 23, 1988.**

< Author of H.R. 4391, a bill to require the registration of the sales of all chemicals used to produce methamphetamine. Provisions of the bill were incorporated in the Omnibus Anti-Drug Act, H.R.5210, which was enacted into law on November 18, 1988.

< Author of H.J. Res. 310, declaring that the requirements of the War Powers Resolution applied to President Reagan's use of U.S. Naval forces to escort reflagged Kuwaiti tankers in the Persian Gulf. **DeFazio and then-Rep. Mike Lowry subsequently organized a lawsuit against President Reagan that included more than 100 Members of Congress as plaintiffs. It was the largest lawsuit ever brought by Members of Congress against a sitting President.**

< **Author of H.R. 4332, a bill to make permanent the income tax exemption granted to graduate students for tuition waivers. The bill was included with a \$1,500 exemption cap in the Technical Corrections Act of 1988, H.R.4333, which was signed into law on November 10, 1988.**

< DeFazio was able to obtain funding for these important Oregon projects:

\$2 million for site analysis and design work aimed at replacing the Ferry Street Bridge. The funds were included in H.R.2, the Highway Trust Fund Reauthorization Act of 1987, enacted on April 2, 1987.

Priority designation for the North Bend Airport, allowing the airport to successfully compete for \$2.65 million in federal grants for a much needed runway extension.

Priority designation for the aging South Slough Bridge in Charleston. The bridge was one of only three in the nation to receive the designation in the Fiscal Year 1989 Transportation Appropriations Bill.

\$330,000 in the Bureau of Land Management's 1988 appropriation for the construction of the Dean Creek Elk Viewing Site near Reedsport.

Authorization for a \$600,000 study of the Willamette River Basin. The study will help alleviate low-water problems at Fern Ridge Reservoir and will help improve the management of the basin's 12 other federally-owned reservoirs. No study has been conducted since 1938.