

U.S. REP. PETER DEFAZIO

updated 1/31/01

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 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

“DeFazio has been an independent voice who has strongly represented the diverse interests of the 4th District voters.”

- Register-Guard, November 7, 2000

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

- Register-Guard, November 7, 2000

“DeFazio now wields power and influence as a senior member of the House.”

- Register-Guard, November 7, 2000

“In his career, [DeFazio] has done much to earn respect as an effective legislator. We don't agree with all his stands, but we can't recall an instance in which his opinion was open to being misunderstood.”

- Lebanon Express, October 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

"DeFazio's actions example to the rest of U.S. Congress."

- Umpqua Free Press, July 22, 1999

“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.”

- 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.”

-Register-Guard, April 29, 1999

"Oregon voters admire mavericks like DeFazio."

- Register-Guard, April 28, 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 has made it his business vigorously to confront the House's conservative Republican majority..."

- Congressional Quarterly's Politics in America, 105th Congress

"You may not always agree with Peter DeFazio, but you always know where he stands and why."

- Salem Statesman Journal, November 16, 1995

"[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 106th 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 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 \$8.2 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 \$1.7 million for the project in 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. Also in the bill was funding to begin an environmental restoration project on the Springfield Millrace in Springfield.

► **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,**

approved by the House on May 19, 2000, 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, in the

▶ **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 the next 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.

► Sponsor of legislation to create a trust fund for short-line railroad infrastructure repairs and improvements funded by the existing 4.3 cents per gallon diesel fuel tax currently paid by railroads to the general treasury for "deficit reduction." With many short-lines in danger of abandonment because of crumbling infrastructure, this legislation would provide much needed relief.

► Sponsor of legislation to speed up the delivery of high speed internet service in rural areas. The "Comprehensive Telecommunications Act," would provide tax credits and loans to stimulate rapid deployment of high-speed communication services to rural areas not currently enjoying the economic benefits provided by high speed access to the internet (also called broadband access).

► Author and sponsor of a package of legislation to combat high oil prices, including: a resolution urging the President to file a WTO complaint against OPEC for colluding on oil exports; legislation to require OPEC members, some of which receive military assistance from the U.S., to share the burden of our military presence; proposals to improve our energy independence by enhancing conservation efforts and increasing investments in alternative and renewable energy sources; and legislation reinstating the ban on Alaska oil exports. Author of an amendment, subsequently ruled out of order, to H.R.3822, the so-called "Oil Price Reduction Act of 2000," to prohibit Alaska oil exports.

► Author of legislation, H.R.5025, the "Marine Safety Act of 2000," to improve maritime safety and protect the coastal and marine environment. The legislation is based on lessons learned from the grounding of the Panamanian-flagged cargo vessel, *New Carissa*, in 1999. DeFazio's bill improves the safety of cargo vessels by implementing new operating requirements and provides new enforcement tools to ensure that operators are following international safety standards.

► 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. A more acceptable proposal was released 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.

► In another effort to combat corporate welfare, DeFazio introduced legislation, H.R.4256, to repeal an IRS code provision that gives U.S. companies a tax exemption on a portion of their export income. The exemption allows companies to set up largely paper corporations, called Foreign Sales Corporations (FSCs), in foreign tax havens. Estimates by the U.S. Treasury Department and the House/Senate Joint Committee on Taxation show FSCs cost the taxpayers \$5 billion a year.

► 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.

► As part of DeFazio’s efforts to reorient federal spending, DeFazio offered several amendments to appropriations bills for fiscal year 2001. His amendments would have cut

funding for the troubled F-22 program and the Selective Service and put the money towards quality of life and for U.S. troops and readiness and veterans medical research. He also offered an amendment to cut federal funding for wasteful, ineffective, lethal predator control programs on private lands.

- ▶ Author of legislation, H.R.5613, to establish a commission to study and make recommendations with respect to the federal electoral process.

- ▶ One of the leaders in the House in the attempt to defeat legislation, to grant permanent “normal trading relations” for China. DeFazio served as one of Minority Whip David Bonior’s “whip team,” a group of lawmakers charged with lobbying other Members and vote against PNTR. DeFazio also was the lead Democrat on the House floor during consideration of legislation 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.**

- ▶ Selected by House Minority Leader Dick Gephardt to serve as a congressional delegate to the World Trade Organization ministerial in Seattle in November, 1999.

- ▶ Sponsor of several bills to address the high cost of pharmaceuticals and provide Medicare coverage for prescription drugs. The bills would require drug companies to offer seniors on Medicare the same prices they offer their most favored customers, enable Americans to take advantage of lower costs of U.S. manufactured prescription drugs sold in foreign countries, and protect seniors’ access to generic drugs.

- ▶ **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.**

- ▶ Co-author with Rep. Dennis Kucinich (D-OH) of H.R.3377, legislation to require labeling of genetically engineered foods.

- ▶ **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.**

▶ Sponsor of H.R.1660, the "Public School Modernization Act," and H.R.1623, the "Class Size Reduction and Teacher Quality 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.

▶ Sponsor of H.R.3573, the “Keep Our Promise to Military Retirees Act,” legislation to ensure that veterans and retirees have access to the same health care benefits as other federal retirees DeFazio advocated for including provisions from this bill in H.R.4205, the fiscal year 2001 DOD Authorization bill, enacted on October 30, 2000. Also sponsor of H.R.3256, the “Veterans Right to Know Act,” legislation making it easier for veterans and their survivors to file claims and gain information about benefits. **A similar bill was approved by the House of Representatives in November 2000.**

▶ 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.

PAY RAISE

One of DeFazio's proudest accomplishments remains the \$182,000 in after-tax salary he has used to fund 95 individual scholarships and to reduce the national debt. His scholarships for displaced Oregon workers are available at four southwestern Oregon community colleges, with one scholarship available for a student in public policy at the University of 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 a full time office in Eugene and two part-time offices in Roseburg and Coos Bay to better serve Fourth District residents. He was the first Fourth District Congressman to have offices outside the Eugene/Springfield area. DeFazio also established a toll free phone number for Oregonians to call his Eugene office and has held 239 town halls in the congressional district.

For example, from 1995 to 2000, DeFazio and his staff have obtained over \$3 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.

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, was 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, 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 pristine 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.754, a bill to require child safety seats for infants flying on commercial airlines in the U.S. Companion legislation was introduced by Senator Patty Murray (D-WA). Vice-President Gore's Commission on Aviation Safety and Security recommended mandated child safety restraints in its report to President Clinton. The bill was supported by the National Transportation Safety Board, the Association of Flight Attendants and the Ranking Member of the Aviation Subcommittee, Rep. William Lipinski. Following introduction of this legislation, many major airlines began offering 50 percent discounts for children under two traveling with parents. The NTSB held hearings on this issue in December, 1999 and the FAA plans to propose regulations requiring the use of child safety restraints on aircraft.

▶ **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.1359, a bill to establish a grant program for electric energy conservation and energy efficiency, renewable energy, and universal and affordable service for electric customers.

▶ **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.

Funding to continue a timber management experiment being undertaken in cooperation with the Douglas Project on the Umpqua National Forest.

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.