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BAYSF
Buenos Aires Yoga School Foundation
45 Wall Street - Suite 2114
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Tel. (212) 344.7879 / Fax (212) 269.9819

THE PRESIDENT HAS SEEN

9-11-98

August 31, 1998

The Honorable William Jefferson Clinton
President of the United States of America
Office of the President
The White House
1600 Pennsylvania Avenue, NW
Washington, DC 20500

9/11/98

After you have seen,
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Dear Mr. President,

It is a great honor to write to you because of the respect and admiration that the philosophers of BAYSF (Buenos Aires Yoga School Foundation) have for you as the leader of the strongest democracy. This letter has the only intention of making you feel that we deeply share the very particular moment you and your family are living.

We know, by own experience, what it means when people, looking to cause us damage, lacking of any objective evidence, peep into our privacy and spread it out. We should ask these kind of accusers if they are in ethical conditions to cast the first stone. This injury to our privacy make us feel as if we were naked in a cold winter morning before the inquisitive gaze of everybody. That is the way we feel!

On the verge of the third millennium it is incredible that people's minds are still clouded by these limiting prejudices that make us remember the dark days of the Inquisition. This is the burden of a hard inheritance we should bear.

Mr. President, the members of BAYSF are your friends and trust in you as the natural leader of all democracies around the world. As friends and philosophers we support and encourage you to continue with your mission, with the piercing look of an eagle and the calm majesty of a lion. The world needs you in your best mood because the world follows United States of America as the archetype of liberty and prosperity.

We stand ready to support you in whatever way we may.

Virginia Golán

Virginia Golán
Director
Office of Human Affairs



THE REPRESENTATIVE
OF THE
UNITED STATES OF AMERICA
TO THE
UNITED NATIONS

September 10, 1998

Dear Mr. President:

It has been a great honor and privilege to have served in your Cabinet as your Ambassador to the United Nations. With your leadership, we have made great strides in defending and advancing America's interests at the UN. I deeply appreciate all that you have done to support my efforts in New York.

Although I regret my departure from New York, it is with much pleasure that the cause of my resignation as your Ambassador to the UN is that you have chosen me to serve as your Secretary of Energy. This is a task that I have already begun and one that I look forward to advancing in the months ahead.

Thank you, Mr. President, for honoring me with these two Cabinet positions. It has been, and continues to be, a great honor serving you.

With warm regards,

Bill Richardson

Bill Richardson

9/11
To Dan Burkhardt
for reply

cc: Clerk

Phil

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THE PRESIDENT HAS SEEN

9-11-98

EXECUTIVE OFFICE OF THE PRESIDENT
COUNCIL ON ENVIRONMENTAL QUALITY
WASHINGTON, D.C. 20503

*EBH has
to agree with
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September 9, 1998

*Al - Lee
attached editorial
support. Jennifer.*

MEMORANDUM FOR THE VICE PRESIDENT

FROM: KATHLEEN A. McGINTY

SUBJECT: LUNCH WITH THE PRESIDENT

Interior Appropriations

The Interior Appropriations Bill for FY 1999 is scheduled for consideration on the Senate floor this week. A veto threat on the bill has been issued because of shortfalls in funding for priorities (such as climate change and the Land and Water Conservation Fund) and because of the inclusion of at least 24 anti-environmental riders (see attached press clips). Senator Baucus is expected to offer amendments to remove nearly half of the riders.

✓ Senator Gorton further complicated the picture for the legislation last week by stating that he does not support the Domenici Baca Ranch proposal, which we have been working on with Senator Domenici. I spoke to Senator Domenici about Gorton's concerns last Friday. Senator Domenici wants to continue to work with us and press ahead and my staff is working with his to do so.

Also, Gorton said that the Republican leadership is considering attaching the Endangered Species Act (ESA) reauthorization to the bill, and that this decision would be made by Senators Lott and Kempthorne. The Administration in the past has supported the Kempthorne ESA reauthorization bill that was reported by the Environment Committee but has opposed a package of anti-environmental amendments that has been pushed by Lott. An ESA proposal that includes the Lott amendments should draw a veto threat.

✓ You should mention to the President that we are now well positioned on many of our priorities in this bill and have built substantial Democratic support for them. However, a number of important priorities will not be addressed during the Senate floor debate and will still require White House leadership in conference to ensure that they are protected. They include: (1) the use of scientific management to end gridlock and litigation over natural resources in the Interior Columbia Basin Ecosystem Management Plan; (2) restoration of salmon runs in the Columbia and Snake Rivers by reassessing dam operations; and (3) opposing timber sales that are mandated regardless of market conditions or environmental impacts.

Attachment

*Copied
Bowles
Podesta
Spelling
Lew*

In the Senate: Cleanup Time . . .

Wednesday, September 9, 1998; Page A18

THE SENATE is being given a chance to clean up an Interior Department appropriations bill that badly needs the help. Sen. Max Baucus is sponsoring an amendment to remove from the legislation many, though unfortunately not all, of the retrograde environmental riders the Appropriations Committee had inserted in defiance of an administration veto threat.

The riders would have the effect of increasing logging in the national forests, blocking assorted reforms in forest policy, holding up efforts to protect Pacific salmon if they would require changes in the operation of federal dams, deferring an increase in oil and gas royalties and allowing a road to be built through a national wildlife refuge.

No one of these provisions by itself might be grounds for opposing the entire bill. But together they render it unacceptable. It is a measure of how little this Congress has accomplished that the vote to knock them out will be one of the most important environmental votes of the past two years. The Republicans tried in the last Congress to use the appropriations process to vitiate environmental laws, and it cost them.

They ought to remember that this second time around. Both parties have an interest in supporting the Baucus amendment. The Senate should likewise adopt an amendment expected to be offered by Sen. Dale Bumpers, clearing the way for some administrative reform of mining law that the bill would otherwise delay, and a proposal by Sen. Richard Bryan, which failed on a 50-50 tie last year, to keep the timber industry out of new parts of the national forests by blocking additional road construction. The purpose of this bill should be to conserve natural resources, not exploit them. There will be fights enough about other pending appropriations bills without adding this.

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JUL 25 1998

The Des Moines Register

Sneak attack from Washington

■ U.S. Interior Department appropriations bill threatens national treasures.

The important parks, recreation and environmental services within the U.S. Department of Interior have seen their budgets steadily shaved away by recent Congresses. Everything from our national parks to vital alternate-energy research has suffered. A number of parks are threatened by the cumulative impact of neglect, at the same time their public popularity continues to grow. That increasing pressure on sometimes-fragile resources can mean long-term damage.

The current Congress has passed bills containing riders that would dig a six-lane highway through El Morro National Monument in New Mexico, cripple U.S. Forest Service efforts to deal with the water-quality problems caused by logging roads, and let oil companies off the hook for \$100 million in royalties owed for oil pumped from federal lands.

The riders couldn't survive public hearings and direct votes, so they get stuck into various appropriations bills without having to clear those hurdles. There are more riders awaiting insertion in more legislation.

The House on Thursday passed another less-than-bare-bones appropriations bill for Interior, and went several steps further toward degrading our national treasures. Included in the appropriations measure as adopted are riders that plow a 250-foot right-of-way through an Alaskan national forest to benefit a



timber business while crossing 220 salmon streams, and another that blocks adoption of a Columbia River Basin management plan vital to fishing, timber and conservation in the Northwest.

One of the more outrageous riders, a keep-the-public-stupid clause, got knocked out. It would have prohibited federal employees from "conducting educational outreach or informational seminars" on global warming.

Awaiting action in the Senate, meanwhile, is an Interior appropriations bill stuffed with riders that would dig a \$1 million-per-mile road through an Aleutian Islands wilderness area, halt any changes in the nation's mining law that since 1872 has given away our resources, block control of commercial fishing in Glacier National Park, etc.

Opinion polls repeatedly have shown that Americans retain a healthy regard for their environment and do not look kindly on efforts to weaken its protections. That's why members of Congress with pet projects to push and petty grievances against sound resource management try to sneak into law that which they couldn't otherwise get past the public.

Jim Mosher, writing for the Izaak Walton League of America, calls it a "cowardly and dishonest way to conduct the business of the nation." If the legislation reaches President Clinton with the sneak riders intact, he will have little option but to exercise his veto.

18A THE HERALD, THURSDAY, JULY 23, 1998

The Miami Herald

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Rough riders on the Hill

Teddy Roosevelt, the great Republican President and conservationist, would be outraged by the congressional Republican leadership's trashing of his legacy. So should America.

Do House Speaker Newt Gingrich and Senate Majority Leader Trent Lott and their GOP team really think that Americans want to do and hear nothing more about greenhouse gases and global warming? Care nothing about ridding their communities of toxic chemicals, curbing the spread of deadly mercury, or reducing pesticide residues in food?

Do they think that Americans agree that it's unfair to ask offshore oil and gas producers to pay royalties based on fair-market value? That roads should be built in land set aside for preservation as wilderness? Or that controls on construction on barrier islands should be relaxed wherever people want to buy federal flood insurance or tap taxpayers to finance new bridges and roads?

The above transgressions, hidden from public view, are "riders" attached to appropriations bills and bill reports now in Congress. Ten of the worst riders — including bans on all action to reduce greenhouse gases or to educate the public about global warming — are affixed to the Environmental Protection Agency's budget bill, set for House debate today. The House's Interior budget bill, debated this week, carries five riders, including the one to subvert the Coastal Barriers Resource Act in Florida.

The Senate bill's 18 riders range from stalling implementation of new rules on hard-rock mining to cutting the first road ever through a national wildlife refuge, Alaska's Izembek National Wildlife Refuge and Wilderness. Other riders would require the National Park Service to acquire and tear down two dams for which no money is being appropriated and prohibit it from phasing out com-

THEY AID POLLUTERS Halt the stealth campaign being waged in Congress against the environment.

mercial fishing in Glacier Bay National Park, require the Bureau of Land Management to renew grazing permits with no analysis of the environmental impact; and

require the Forest Service to "maximize commercial production," which means clear-cutting, before conducting prescribed burns.

It's doubtful that many of these riders could survive an open debate or floor vote. It's shameful that they haven't had one, and apparently won't get one, either. That leaves President Clinton to wield his veto to thwart this irresponsible attack on the environment. Better, however, that voters inundate Congress's GOP majority with demands to repudiate its stealth campaign against the environment and send the President clean appropriations bills. Then no one would need to explain why he or she voted against clean air, safe food, national parks, refuges, and forests.

St. Louis Post Dispatch

Page 1 of 2

Tuesday, July 14, 1998

Section: EDITORIAL

SNEAK ATTACKS ON WILDERNESS

THE ENVIRONMENT

Republicans are sneakily trying to chisel away at environmental protections. Except for the occasional outburst staged for maximum political effect - like Sen. Christopher S. Bond's labeling environmentalists "wackos" - many Republicans prefer to avoid direct attacks.

Instead, they're using the legislative rider to slip through anti-environment bills that would wilt under the glare of public scrutiny. Riders are usually attached to major bills. A favorite is the appropriations bill for the Interior Department. Riders don't require either public hearings or debate. All they need is a sponsor clever enough to organize a sneak attack.

This summer the riders have multiplied like E. coli. About 25 are being battled around the Senate and House. Taken together, they would seriously jeopardize protection of our glorious public lands.

The king of the riders, by far, is the Alaska delegation: Sens. Frank Murkowski and Ted Stevens and Rep. Don Young. They're pushing hard for the construction of a 30-mile road through the Izembek National Wildlife Refuge that could cost up to \$40 million. They claim the road is needed to evacuate native Alaskans in remote King Cove in medical emergencies. Never mind that a 1994 study by the Alaska Department of Transportation decided that two alternatives - a water and an air route - would be safer and less expensive than a road. Or that many of the native Alaskans, who would supposedly benefit from the road, oppose it.

According to Interior Secretary Bruce Babbitt and conservationist Theodore Roosevelt IV, the real push behind the road is much less altruistic. If the Izembek road is built, it would be the first time in the 24 years that Congress has approved a road through a protected wilderness. This would set a terrible precedent for road-building in national parks and wilderness areas.

And the mischief doesn't stop there. The Alaska delegation has other roads to build - a \$100 million boondoggle through Denali National Park, against the express wishes of the Park Service's, and one through the Chugach National Forest. All should be stopped.

Sen. Stevens also has offered a rider that would more than double the amount of timber clearcut from the Tongass National Forest, from 100 million board feet this year to 240 million feet next year.

If logging in the Tongass made a handsome profit for the taxpayer, maybe increasing the cut would make sense. But last year, taxpayers lost \$33 million on timber from the Tongass - more than a third of the Forest Service total losses from timber production in national forests, according to the Anchorage Daily News.

In contrast to the Alaskan delegation, other Western delegations are junior varsity. But two deserve special mention as runners-up in the Despoil America

Contest.

One is Sen. Slade Gorton, R-Wash., whose rider could single-handedly thwart efforts to restore the salmon in the Pacific Northwest. He would mandate congressional approval for any changes in the operation of federal dams if they would alter the commercial use of the Columbia River.

The other is Sen. Conrad Burns, R-Mont. His rider would stop the reintroduction of the grizzly bear into areas of Idaho and Montana, threatening the recovery of grizzlies in the lower 48.

Congressional leaders should have the courage to stop the rider game and remove these provisions. If the riders are that important, let them be presented as bills so that Congress can debate them and vote on their merits. Otherwise President Bill Clinton should be prepared to use his veto pen.

► Publication Details

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Published Tuesday, July 14, 1998, in the San Jose Mercury News

EDITORIAL

**Roughshod GOP riders
New tactic: sneak attacks on the environment**

SINCE the Republicans swept to power in Congress in 1994 they have found out that not all their plans are as popular as clobbering the IRS.

Take the Republican idea of rolling back environmental regulations. A direct assault proved distinctly unwelcome. So the tactics have become more subtle. One might even say sneaky.

The new way to undercut an environmental regulation is to attach a provision to a major bill that Congress as a whole, and the president, will find difficult to reject. The attachments are called riders. And the calculation is that since the president won't dare shoot the horse, the rider will make it safely to the stable.

In this way, earlier this year, a clean air program for the national parks was delayed by a rider attached to a major transportation bill, and a highway through Petroglyph National Monument was pasted onto an emergency appropriations bill. President Clinton signed both bills.

More riders are on the way. Among them are ones that would increase logging in Alaska's >>Tongass<< National Rain Forest, permit more grazing on certain >>public<< >>lands<< and restrict restoration of salmon habitat on the Columbia River.

Sometimes the Clinton administration has unhorsed the riders. Last year President Clinton refused to approve emergency flood relief until it was detached from a rider that would have permitted more roads in national parks.

Recently, Vice President Al Gore said the administration would not tolerate stealth tactics that harm the environment. We hope his resolve continues. The quality of the environment is riding on it.

7/12/98 Minneapolis [MN] Star Tribune

Our perspective**Environmental assault***Riders undermine sensible lawmaking*

One would permit cutting a road through an Alaskan wildlife refuge. Another would erase funding for the planned reintroduction of grizzly bears to wilderness in Idaho and Montana. A third would halt phase-out of commercial fishing in Glacier Bay National Park, the largest protected marine ecosystem on the Pacific Coast.

These are but three of 20-some environmental riders, half focused on Alaska, now attached to key appropriations bills in the U.S. Senate and House. Many wouldn't stand a chance of passage on their own merits in a Congress generally disinclined to roll back environmental protections. But some will probably be adopted as the price of securing legislation that the government can't do without.

This has become a familiar strategy in recent years, from the notorious timber-salvage rider of 1995 to this year's authorization of motorized portages in the Boundary Waters Canoe Area, and a regrettable one. Win or lose, lawmaking by rider reduces important, complex questions to simple horse-trading. It averts public scrutiny and debate, and turns competition among social values into bargaining over a price tag.

The rider concerning Izembek National Wildlife Refuge offers a case study. The refuge, at the tip of the Alaskan Peninsula, is important habitat for large populations of migratory waterfowl, including the world's entire populations of Pacific black brant and emperor geese. For this reason and others, Congress has made it off-limits to roads and other development.

The refuge lies between the villages of King Cove and Cold Bay, whose populations total about 900 people. Like many villages on the roadless Alaskan frontier, they are linked only by air and water transportation. A proposal backed by the state's congressional delegation would waive all applicable environmental laws to allow a \$30 million, 30-mile gravel road be-

When law is made by rider, almost anything can happen. The only certainty is that it will happen without the scrutiny and debate such issues deserve.

tween the villages. About one-third of its length would cut through the Izembek, the first time a permanent road has been built in a congressionally designated wildlife refuge.

The proposal raises many worthy issues, including the villagers' need for better medical care and various means of providing it, not all of which require a road. But these won't be debated in considering the Izembek rider. Instead, the question will be whether the Senate accepts the road in order to pass an Interior Department appropriations bill. If it does, President Clinton has promised a veto - and the trading process can begin anew.

There will be plenty of other riders to bargain over, and some are likely to survive. But which ones? Perhaps a halt to review of federal mining regulations. Maybe a loosening of rules regarding grazing on public land, or a suspension of new management plans for national forests, or interference with efforts to restore Pacific salmon populations in the Columbia River.

When law is made by rider, almost anything can happen. The only certainty is that it will happen without the scrutiny and debate such issues deserve.

Some in Congress have proposed a requirement that all significant environmental measures be subject to open debate and an independent vote. This is an idea that merits support. In the meantime, Congress and the White House should turn back these environmental assaults one by one.

Sunday, July 12, 1998

THE NEW YORK TIMES

Mugging the Environment

Since sweeping into Washington in 1995, the Contract-With-America Republicans have tried every legislative trick in the book to undermine the nation's environmental laws. Heroic efforts by moderate House Republicans and timely Presidential vetoes have held them off. But the G.O.P. contractors are a patient bunch, and after lying around in the weeds for a while, they have now loaded up two big appropriation bills with nearly 20 anti-environmental riders. None of these riders challenge any basic law, but collectively they threaten the nation's struggle to clean its air and water, restore important fisheries and protect its public lands. The moderates must try to sanitize these bills. If that fails, Mr. Clinton should veto them if they reach his desk in anything like their present form.

The rider that most offends the White House was attached by the House Appropriations Committee to a bill providing funding for the Environmental Protection Agency. It would bar the agency from spending any money to carry out the global warming agreement negotiated in Japan last year until the Senate approves the treaty. Read literally, this provision could prevent the Administration from encouraging industry to take purely voluntary steps to reduce carbon dioxide before the treaty becomes binding. This is truly retrograde thinking, not least because it would discourage energy-saving measures that would make sense even if global warming did not exist.

Most of the other riders fall into the category of regional mischief-making, an area in which Alaska's Congressional delegation is the undisputed champion. Senators Ted Stevens and Frank Murkowski and Representative Don Young have burdened the Interior Department spending bill with

provisions that would increase logging in the Tongass National Forest, prevent the National Park Service from phasing out commercial fishing in Glacier Bay National Park and authorize new road construction through the Chugach National Forest and the Izembek National Wildlife Refuge.

The Izembek road has assumed talismanic significance to both sides. Environmentalists say it would be the first road built through a designated wilderness area in 34 years, and thus a terrible precedent. The Alaska delegation says the road is needed to transport isolated villagers to modern hospitals. There may be room for argument here, but Mr. Stevens, the feared chairman of the Senate Appropriations Committee, seemed in no mood for deliberation when he warned his colleagues that he would not easily forget a vote against the bill.

Other Westerners have inserted provisions that would delay modest but useful efforts to improve the health of the national forests and minimize harmful grazing and mining practices on Federal lands. But the worst rider of all comes from Senator Slade Gorton, a Washington Republican who always seems to be in the vicinity of bad ideas. It would require specific Congressional approval for any changes in the operation of any dam, public or private, in the Columbia River watershed — effectively overriding all other environmental protections and dealing a huge blow to efforts to restore salmon runs in the Pacific Northwest.

Mr. Gorton's audacity would never survive a separate vote, so he hopes to sneak it through as part of a larger spending bill. If Mr. Gorton succeeds, President Clinton must intervene. The Gorton rider alone is worth a veto.

THE TAMPA TRIBUNE

7/8/98 -- 10:18 PM

Congress bushwhacks environment

Legislation to fund the Department of Interior has been transformed into a congressional slash-and-burn horror show. Riders attached to appropriations bills in both the House and Senate measures would rob Americans of public land; require taxpayers to subsidize select businesses and gut environmental regulations.

It's not just stewardship involved here. Many of these measures would force Americans to come to the aid of special interests that otherwise could not survive the rigors of a free market.

Consider, for example, the Tongass Forest, the vast national forest on the Alaska coast that is part of the largest remaining intact temperate rain forest. Yet for years, thanks to the Alaskan congressional delegation, the nation has subsidized logging in the Tongass. Huge swaths of this wonderful wilderness were clear-cut - at taxpayers' expense.

Last year logging in the Tongass cost taxpayers \$33 million. A rider in the Senate Interior appropriations bill mandates that the amount of logging be doubled.

Alaskan lawmakers argue that the measure will create needed jobs. But only the logging industry would benefit. The tourism, commercial and recreational fishing industries suffer when wilderness is razed and waters are fouled.

Of particular interest to Florida residents is a rider to the House bill offered by Rep. Carrie Meek, a Miami Democrat. It would remove several Florida tracts from the Coastal Barrier Resources System. The system identifies undeveloped barrier islands, which are ineligible for federal subsidies for private construction. It is a smart program, since heavy development on barrier islands - which are constantly being altered by wind, tides, storms and waves - is risky and expensive. Research has found that coastal developments cost American taxpayers about \$82,000 an acre through more than 50 federal programs, though flood insurance accounts for the bulk of the subsidy.

But members of Congress such as Meek have sought to undermine the program, trying to slip measures by that would remove parcels from the system to encourage barrier island development.

Another provision would give the oil and gas industry an \$86 million windfall by delaying a rule requiring the industry to pay royalties on minerals excavated from federal land. Congress also would stop the effort to reintroduce the grizzly bear to former habitat and encourage more cattle grazing on public land.

Polls continually show that the American people strongly support environmental protections. They also favor the conservative use of tax dollars. Yet Congress would lavish public money on special interests precisely so they can further ruin public land.

The episode should shame the Republican leadership, who allowed the orgy of anti-environmentalism. If they do not have the decency to order a stop to this wilderness ambush, President Clinton should veto the entire mess.

(1 lineshort)

Missoulian online

GOP renegades 'riding' recklessly

Thursday, July 9, 1998

Missoulian Editorial

by Steve Woodruff/of the Missoulian

A sneak attack is nothing to admire, especially when used to undermine democratic principles. This, however, appears to be the tactic of choice for certain members of Congress who find they can't accomplish their goals of changing or erasing environmental laws using conventional approaches.

Congressmen are tacking on to various funding bills a host of so-called "riders" — special provisions that load legitimate legislation with little surprise packages.

The bill providing funding for Interior agencies is being laden with riders that would:

Undercut national forest-use planning in the entire Columbia River Basin, including western Montana, and clamp down on efforts to restore salmon runs in the Pacific Northwest.

Require the Forest Service to log over areas before conducting controlled fires essential to reduce wildfire hazard and improve forest health.

Derail Forest Service plans to close and decommission a fraction of the 380,000 miles of national forest roads most responsible for erosion and other environmental harm.

Order construction of a road through a designated wilderness area in Alaska in complete disregard for the concept of preserving wilderness as a place "untrammelled by man."

Order the Forest Service to increase by 40 percent the amount of timber cut from the Tongass National Forest in Alaska.

Another rider would turn the Owyhee Canyonlands of Idaho into an Air Force bombing range. One would bar even consideration of higher fuel-efficiency standards for automobiles. Yet another would require the Environmental Protection Agency to

back away from all efforts to confront global warming.

It's not that some of the laws and programs being targeted aren't debatable. But it cuts across our grain to watch important public policy rewritten and reversed without the benefit of discussion and debate. Terse and obscure provisions are being

added to must-pass legislation as a means of deliberately evading scrutiny. This is government by stealth, and it's downright un-American.

The use of special-interest riders is nothing new. Perhaps you recall the so-called salvage-logging rider in 1993, exempting large numbers of national forest timber sales from environmental laws. Democrats made liberal use of

riders when they controlled Congress, mostly to dole special treats from the pork barrel.

But rarely have we seen such an onslaught of riders as this spate of provisions dealing with environmental issues. What really stings is that these legislative sneak attacks are coming from Republicans, the very folks who

promised just a few years ago they'd run Congress aboveboard, honestly and openly, if only we'd give them a chance.

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THE WASHINGTON POST

JUL - 7 1998

Sly Riders

EARLIER THIS year Congress threatened once again to use appropriations riders to weaken or carve out exceptions to environmental law. Vice President Gore warned the members to stop. The president would veto appropriations bills containing such provisions, was the suggestion, and Congress would be forced to tidy up the mess.

The tough talk has had at best a mixed effect. Some appropriations bills that have been home to environmental riders in the past have been kept relatively clean; the House appropriators have been fairly well behaved. But the Senate version of the Interior Department appropriations bill bears 17 riders; the report accompanying the bill contains three more such provisions. The bill and subcommittee report in the House contain another five.

Their mostly Republican sponsors have become more sophisticated. These aren't clumsy efforts to repeal entire statutes or sections of statutes head-on. They do their work obliquely, and at a level of detail that makes it hard to convert them into campaign issues. New hard-rock mining regulations would be deferred pending a National Academy of Sciences study; the provision is precisely as important as it is obscure. Revisions of certain forest management plans would likewise be suspended, so that their

less restrictive predecessors would stay in effect, and the Bureau of Land Management would be able to reissue some grazing permits without reference to the National Environmental Policy Act and a couple of other statutes. Need Congress fear the president on one like that?

Other provisions are narrowly drawn—a particular road here, a fishing permit there. The Forest Service would be instructed, in drafting wilderness regulations, to place less emphasis on the goal of achieving solitude. Standing alone, as it were, that one also seems unlikely to bring down an entire appropriations bill.

The president is likely to veto a number of bills the first time around, including, we would hope, the Interior bill if it is sent to him in anything like its current Senate form. A veto suits the political purposes of both sides. The president shows he cares about the environment; the authors of the riders show they care about the resource industries in their states. But then a revised Interior bill is likely to be incorporated in an omnibus measure covering all the unfunded departments. Sooner or later the president will sign that, and the likelihood is that it will still contain some riders. How many and which ones are the questions. The vice president didn't draw a line in the dust so much as he began a negotiation.



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Riders put lands at risk

July 6 - Federal budget proposals are being burdened by provisions that could harm national forests, parks, wildlife preserves and wilderness areas.

The amendments would undercut environmental laws, create new government subsidies and impose topdown dictates for problems better solved at the regional level. Many special-interest perks could be opposed on fiscal grounds alone.

The proposals especially affect public lands in the Rockies.

One provision would stop the U.S. Forest Service from drafting new forest plans - so decisions on everything from campgrounds to timber sales might be put on hold. Another would require the service always to allow logging, rather than useprescribed burns, to clear fallen timber. This edict ignores the need to examine each area on its own merits in deciding whether to log, burn or leave the woodland alone.

A Senate proposal would block efforts to close unneeded or environmentally destructive forest roads. A House amendment would shift money away from forest restoration to bureaucratic overhead.

Under the proposals, mining companies would avoid much-needed reforms and livestock growers wouldn't have to follow conservation plans for parcels they lease from the government.

An especially egregious amendment would hand the Snowbasin Ski Area in Utah a \$13.9 million gift from taxpayers by having the federal government, not the resort, build a road to the ski area.

Outrageous new subsidies would affect other regions, too. A House provision would remove several Florida land parcels from the Coastal Barrier system - putting rare sea turtles and endangered shore birds at risk. A litany of federal development subsidies would encourage construction on flood-prone, environmentally sensitive sites. Another rider would require road construction through an Alaskan wilderness - violating the very essence of the Wilderness Act.

Still other provisions would: halt efforts to help salmon populations in the Columbia and Snake River basins; radically increase logging on the rare northern Tongass rain forest in Alaska; and build roads across sensitive wetlands. In sum, the proposals would mock many of America's most cherished conservation laws and leave the public's lands vulnerable to industrial abuse.

Congress should strip these riders out of the appropriations measures, restoring sanity to the budgets of public lands agencies.

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The Des Moines Register

JUL - 3 1998

Outgrowing our parks

■ Congress should stop stealing park money and expand the overburdened system.

Visits to America's national parks have increased by 2 million per year for each of the past 20 years. And on the eve of the weekend that marks the beginning of the peak vacation season, the National Park Service reports that total visits for the single year are expected to equal the nation's total

A Loess Hills national park



population. That's a first. It's also both a heartening and worrisome milestone.

It shows that increasingly, Americans value their heritage, and increasingly, they have the opportunity to pursue that interest. But the troublesome feature is that we're outgrowing the park system. Growth is stagnant, and Congress seems more interested in starving the parks' budget and destroying the essential nature of existing parks than in maintaining and expanding the system.

The surge in popularity of the parks means they need all the help they can get, particularly in protecting and staffing facilities. But to satisfy various special interests, members of Congress are slipping clauses into budget bills, thus avoiding open discussion of proposals that hasten the parks' destruction.

A couple of cases in point: An amendment stuck into the highway budget will build a six-lane highway through the Petroglyph National Monument in New Mexico. Another digs a road through a national wildlife refuge on the southwest Alaska peninsula — the first such invasion of a refuge, which could set a dangerous precedent.

Closer to home, another amendment sets a precedent by allowing trucks on the remote portages of the sparkling Boundary Waters Canoe Area of northern Minnesota. Also targeted by the anti-park forces are the woods of Maine and Oregon, the remote wildlife refuge of northern Alaska and the breathtaking slickrock country of southern Utah.

Just as recreation and relaxation are important to our personal well-being, preserving and protecting our wealth of natural splendor are vital to our national soul. Our parks serve both purposes. But the more crowded they become, the less efficiently they function, the more likely they are to suffer from overuse. At a time of national affluence and widening concern for saving our natural beauty, the nation should be expanding the park system, offering more diverse experiences to more people, closer to home.

That's one reason that national-park status for Iowa's Loess Hills makes such eminent good sense.

Nowhere else in the Western Hemisphere are there hills like Iowa's, with steep sides of the western front range standing almost vertical, and the more gentle slopes carrying the terrace-like "catsteps."

And nowhere else but here in Iowa are Americans more than 400 miles from the nearest national park of any significance.

For years, a tax on offshore oil production has been supposed to finance a "Land and Waters Conservation Fund" for acquiring new parklands and maintaining existing parks; for years, Congress has stolen from that fund until only a tiny fraction of its \$900 million annual revenue remains for the intended purpose. This is the money that could forever protect the Loess Hills from the ravages of exploitation now eating them away. And by protecting them from the bulldozers and keeping them intact as parks, the nation could both widen the scope of its park offerings and ease the crowding on individual parks.

Charleston [WV] Gazette

July 3, 1998

Uneasy riders GOP hides assaults

ALTHOUGH Republicans won enough voter support in 1994 to gain control of Congress for the first time in 40 years, they knew that most Americans don't embrace the GOP agenda that lets industry ravage the environment.

So they hid the favors they performed for special interests in legislative "riders" attached to unrelated bills. This is how they passed the infamous "timber salvage" legislation that in essence waived all environmental rules on the timber industry for 18 months.

Republicans knew that such a measure, and many others passed in rider form, would never survive open scrutiny and debate.

Well, they're at it again. Several anti-environmental riders have been attached to important legislation. Luckily, the riders are not going unnoticed, and Vice President Gore has hinted that President Clinton may veto spending bills if the riders survive.

"We are putting Congress on notice," Gore said. "We will not tolerate stealth attacks that do unacceptable harm to our environment or threaten public health."

These riders are a special-interest smorgasbord. They would build roads through wilderness areas to make concessionaires even more wealthy. They would delay mining reforms, prevent regulations aimed at curbing commercial fishing in Glacier Bay National Park, and continue subsidies for grazing on federal land.

One rider would hand a potential \$86 million windfall for oil and gas drillers. Another would allow timber companies to remove the oldest, strongest trees from areas slated for prescribed burning in national forests, undermining the restoration efforts of the burns.

The list goes on and on.

Riders have already passed this year overturning a moratorium on new logging roads in national forests and approving a multi-lane highway through the Petroglyph National Monument.

It's easy to see why Republicans are ashamed of their anti-environmental agenda and want to hide it. But they should not be allowed to sneak legislation through that will ravage public lands to enrich a few

**It's easy to see why
Republicans are ashamed of
their anti-environmental
agenda and want to hide it.**

special-interest contributors.

At the beginning of this century, Republicans stood for conserving nature. They could serve that role again by voting for an amendment to the Interior appropriations bill to reduce subsidies for timber companies operating in national forests.

This amendment makes complete sense, especially since the U.S. Forest Service now admits that it lost \$88 million through timber sales last year - sales that do tremendous environmental damage to public lands.

Congressional Republicans should renounce the undemocratic use of riders to pass unpopular legislation, and they should vote for this amendment that would allow them to be both fiscally conservative and proud stewards of public lands.

Write a letter to the editor.

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A8 Seattle Post-Intelligencer • Tuesday, June 30, 1998

OPINION

Seattle Post-Intelligencer

Voice of the Northwest since 1863



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Bill not good enough

There's much for Puget Sound region residents to like in the Interior Appropriations spending bill.

Thanks to fine work by Sens. Slade Gorton and Patty Murray, there's \$30 million for restoration of the Puget Sound chinook.

And Gorton, who has been reluctant to remove the second of two dams on the Elwha River to provide pristine spawning habitat for salmon, now wisely has agreed that we should not wait 12 years for the second dam to come down. That's a biologically sound and economically prudent decision that will speed the stocks' recovery.

Even so, we think President Clinton should veto the bill.

It's filled with other provisions that have to be weighed in the balance, and three of the Cabinet secretaries rightly have urged a veto.

For one thing, it terminates the Interior Columbia Basin Ecosystem Management Plan. That farsighted plan seeks to use science as a basis to determine how much logging, mining and grazing can be carried out on public lands. It does not apply to privately owned lands.

In addition, there's not enough money for the Clean Water Action Plan, endangered species programs or land acquisition.

But the bill allows for too much timber cutting in Alaska's Tongass National Forest. And it permits a road to be built across Alaska's Izembek National Wildlife Refuge, prohibits the regulation of commercial fishing in Glacier Bay National Park and places new limits on land acquisitions in Alaska.

Clinton needs to give Congress another chance to do better than this.

Schedule Proposal

9/11/98

____ ACCEPT

____ REGRET

____ PENDING

TO: Stephanie Streett
Assistant to the President and Director of Scheduling

FROM: Phil Caplan 
Assistant to the President and Staff Secretary

REQUEST: For the President to make the annual Medal of Freedom presentation.

PURPOSE: The Medal of Freedom is the highest civilian award the President can make. Traditionally, he presents 10-12 Medals together in one East Room ceremony. This is an annual event.

PREVIOUS PARTICIPATION: Each year since he has been President.

DATE AND TIME: Mid-Late November or first week in December (**date is very flexible -- it's important to schedule the event before the Christmas decorations go up -- possibly Nov 23-25, or 30; or earlier in month if whole foreign trip doesn't materialize**).

BRIEFING TIME: 15 minutes.

DURATION: 45 minutes - 1 hour.

LOCATION: White House - East Room.

PARTICIPANTS: 10-12 Medal of Freedom winners and their families and friends; East Room audience of invited guests connected to the Medal winners.

OUTLINE OF EVENTS: TBD - but usually President makes brief opening remarks and then brief remarks about each recipient as he presents them each with the Medal.

REMARKS REQUIRED: Yes -- prepared by Speechwriting.

MEDIA COVERAGE: Open.

FIRST LADY'S
ATTENDANCE: Yes.

VICE PRESIDENT'S
ATTENDANCE: Helpful but not required.

MRS. GORE'S
ATTENDANCE: Not required.

RECOMMENDED BY: Annual event.

CONTACT: Phil Caplan, x62702.