

CONGRESSMAN LES AuCOIN

First Congressional District

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BIOGRAPHY

CONGRESSMAN LES AuCOIN

BIOGRAPHY

Congressman Les AuCoin, first elected to Congress in 1974, has represented the First Congressional District of Oregon for six consecutive terms.

Born in Portland, Congressman AuCoin attended public schools in Redmond and was graduated from Pacific University in Forest Grove with a Bachelor of Arts degree. He served in the U.S. Army from 1961-64. His career in public service began in Washington County, where he was elected to the State Legislature in 1970 and again in 1972. During the 1973 session, he was Majority Leader of the Oregon House. After his election to Congress, he was assigned to the House Merchant Marine Committee. He was chairman of the House Maritime Education and Training Subcommittee and was a member of the Fisheries, Wildlife and Environment as well as the Oceanography subcommittees. He also served on the Banking, Finance and Urban Affairs Committee, where he became an influential voice in federal housing decisions. In 1981, he became Oregon's only voice on the powerful House Appropriations Committee, and now serves on both the Interior and Defense subcommittees.

Congressman AuCoin's work has received wide recognition. He has been honored for outstanding public service by the Northwest Timber Association, the Sierra Club (Distinguished Service Award), Oregon Human Development Corporation, the All Coast Fisherman's Marketing Association, Women's Action for Nuclear Disarmament, Bread for the World, the Oregon Women's Political Caucus, Common Cause, the Oregon Bankers Association, the National Association of State Outdoor Recreation Liaison Officers, the Washington County Community Action Organization, the Oregon Education Association, B'Nai B'rith and Methodist Bishops (peace award).

He was named one of the Top 10 Men of the United States by the United States Junior Chamber of Commerce in 1977, and was one of 12 Honorary Fellows selected by the Kennedy Institute of Politics at Harvard University from the freshman class of the 94th Congress.

Les is married to Susan Swearingen AuCoin, who grew up in Tumalo, on a ranch in central Oregon. The AuCoins have two children: Stacy, 20, and Kelly, 19.

CONGRESSMAN LES AuCOIN

First Congressional District, Oregon

In 1974, Les AuCoin became the first Democrat since Oregon was admitted to the Union to be elected to Congress by the people of Oregon's First Congressional District. The voters have reaffirmed their confidence in Les AuCoin by re-electing him five times.

Gordon MacPherson, a respected Republican lawmaker with whom Les once served in the Oregon Legislature, explained: "We sat across the aisle from each other, as Republican and Democrat, and learned that solving problems for people transcends party lines."

Les has never forgotten that lesson. It is a natural reflection of the values Oregonians identify with him: A society that encourages personal merit and competition; a government that spends prudently and opens doors for those who aren't born lucky; and a national defense that strengthens, rather than weakens, American security.

In pursuit of those values, Les has won bipartisan respect in Washington and at home, as a legislator of independent mind who works successfully with members of both parties for productivity and growth in Oregon's economy. Expanding the Oregon economy is his number one priority, and his accomplishments range from the new lock at Bonneville to the Columbia River fish hatcheries, from increasing timber sales to avoiding mill bankruptcies, from rebuilding the transportation network to bringing new work to the shipyards. And he is a prominent advocate of safe, decent and affordable housing

He is a leading voice for expansionist U.S. trade policies, and for a renewed federal commitment to public education. He is a highly successful fighter for the environment and is recognized by pro-choice groups as one of the top legislators for freedom of choice on abortion. And on the House Defense Appropriations Subcommittee, he is a national spokesman against wasteful defense spending, a thoughtful critic of U.S. policies in Central America, and the author of the anti-satellite testing ban, the only arms control measure to be adopted during the last six years.

As "The Oregonian" wrote on Oct. 16, 1984:

"At 42, with five terms behind him, AuCoin is a youthful veteran who has matured into an effective legislator and arrived at a position of power on the Appropriations Committee, where his skills can be plied for maximum benefit... While AuCoin can point to a variety of other legislative successes, from fisheries to foreign trade, he is gaining a reputation as one of his party's most persistent and persuasive spokesmen for fiscal sanity in the federal government."

LES AuCOIN
GETTING THINGS DONE, RIGHT

FIGHTING FOR OREGON

"Les AuCoin scored the Northwest's only victory ... AuCoin managed to pencil in \$2.5 million for Oregon ... to evaluate Oregon's position as a downwind and downstream bystander (to the proposed Hanford nuclear waste dump)."

-- The Oregonian July 27, 1986

"AuCoin's second amendment was perhaps more important. It gives the Energy Department 120 days to deal with liquid defense wastes at Hanford. DOE is currently pouring those wastes into the ground."

-- Northwest Week, July 28, 1986.

"AuCoin has proven legislative skills in these areas that matter most to Oregonians."

-- Washington County Times, Oct. 24, 1984

"The AuCoin-Bonker bill is the last best hope for the (Columbia River) Gorge."

-- The Oregonian, June 15, 1986.

KEY ASSIGNMENT FOR OREGON JOBS

"The money needed to build a new lock at Bonneville Dam is certain to survive ... AuCoin, as a member of the House Appropriations Committee, steered Bonneville Lock funding to a satisfactory conclusion in the House."

-- The Daily Astorian, April 8, 1986.

"AuCoin's amendment called for Japanese and U.S. action to resolve the semiconductor market access and dumping issues ... (factors) contributing to the loss of 500 jobs at Intel's plant. The AuCoin resolution could not have been better timed. (It) sent the strongest possible message to the Japanese." William W. Lattin, Vice President, Intel Corp.

-- The Oregonian. July 23, 1986.

AuCoin passed "a net timber management program to increase timber production, create new jobs and provide additional timber revenue. He has also strived to find a solution to the state's fisheries problem.

-- St. Helens Chronicle, Oct. 18, 1984.

LEADERSHIP FOR OREGON

"AuCoin also lined up against the Speaker in voting against legislation to restrict textile, shoe and copper imports. Speaking to the pitfalls of protectionism, he pointed out that import restrictions by the U.S. would surely invite retaliation. This, the congressman said, could cost 'many, many more American jobs' in the field of agriculture as well as high technology."

-- Hillsboro Argus, Dec. 12, 1985.

"In Washington County alone, more than \$300 million a year is invested in research and development. AuCoin's bill would temporarily reactivate the research and development tax credit until the overall tax reform bill is passed. We commend AuCoin for looking out for the best interests of Washington County."

-- Washington County Times. Feb. 13, 1986.

"AuCoin has a record as an expert on housing issues, decries trade protection measures, and is remembered by the fishing industry for his work to establish a 200-mile U.S. coastal limit."

-- Congressional Quarterly. Feb. 22, 1986.

LES AuCOIN
WORKING FOR THE GOOD OF OREGON

"Although they are of different political parties, AuCoin and Sen. Mark Hatfield have come even closer together in working on issues of concern to Oregon and its citizens."

-- The Daily Astorian, March 4, 1986.

"AuCoin has been there when his constituents needed him. He helped insure the continued operation of the Oregon Veterans Home Loan Program, and has continued to be accessible and ready to help with big or small problems."

-- St. Helens Chronicle, Oct. 18, 1984.

"AuCoin has capably served Newberg and Yamhill County as the district representative in Congress...To retain AuCoin would be to retain good leadership and aggressiveness in Washington D.C."

-- Newberg Graphic Feb. 12, 1986.

"AuCoin ... has become one of the Pacific Northwest's most aggressive House leaders."

-- Willamette Week, Oct. 29, 1984

"Among the House members from Oregon, no one else comes close to AuCoin's record of getting projects funded for his district, and the rest of the state. The high tech community, especially, is indebted to him for his leadership."

-- Tom Higgins, ex-publisher,
Portland Business Week, May 22, 1986.

AuCoin "put political differences aside to work for the good of Oregon."

-- The Oregonian, Oct. 16, 1984
Monday, September 8, 1986

FACT SHEET ON TONY MEEKER RADIO AD

State Senator Tony Meeker has used paid commercials to attempt to create the impression that Congressman Les AuCoin has never held a leadership position in Congress nor passed significant legislation.

The Meeker paid commercials are inaccurate in several respects and distort the record in other respects.

MEEKER RADIO ADS

"Senator Hatfield is chairman of the powerful Appropriations Committee. Senator Packwood is chairman of the Senate Finance Committee and led the fight for the Federal Tax Reform Bill. Rep. Denny Smith saved U.S. taxpayers three billion dollars by stopping the wasteful Sgt. York weapons system. And Congressional Quarterly says that Ron Wyden accomplishes more every few months than some members do in the course of their careers. And what about Les AuCoin? In 12 years he's never even chaired a subcommittee, much less a full committee, nor has he passed any significant legislation. Even Jim Weaver has passed more bills. Oregon deserves more. That's why Senator Tony Meeker is running for Congress. He co-sponsored Oregon's pioneering Bottle Bill, he helped bring major road construction to Washington County, and he fought successfully to protect the rights of working women. This time there's a candidate with a real record of accomplishment. Senator Tony Meeker for Congress.

"When we elect Congressmen, we have the right to expect them to get the job done. So what happened to Les AuCoin? In his twelve years in Congress, he's been the lead or sole sponsor of only five bills that passed. Five bills in twelve years. Were they big ones? Wrong. One has never even been used, another one helped one person, and one named a week. Is that all there is after twelve years? AuCoin has had the chance to deal with issues that matter to Oregon. Instead he's done almost nothing. That's why State Senator Tony Meeker is running for Congress. In seventeen years as an effective state legislator, Tony Meeker has been the lead or sole sponsor of 43 bills which passed. He co-sponsored Oregon's pioneering Bottle Bill, he helped bring major road construction to Washington County, and he's fought successfully to protect the rights of working women. This time there's a candidate with a real record of accomplishment. Senator Tony Meeker for Congress."

The statement in the commercial that AuCoin "... never even chaired a subcommittee" is false. Congressman AuCoin was chairman of the Ad Hoc Select Subcommittee on Maritime Education and Training in 1979-80. During his chairmanship, the subcommittee passed the Maritime Education and Training Act of 1979, the first sweeping overhaul of the laws governing the training of officers for America's merchant marine.

In 1981, Congressman AuCoin joined the powerful House Appropriations Committee. He serves on the subcommittees of Interior (which has responsibility for all Forest Service and BLM lands) and Defense. Appropriations is an exclusive committee and prohibits its members from serving on any other committees. Because of the intense competition for budgetary resources, Congressman AuCoin's work on the committee is critical to Oregon's economic development with its dependence on the O&C timber program, the Forest Service, fisheries and waterway improvements.

The charge that Congressman AuCoin has not passed "any significant legislation" is false. Like Mark Hatfield in the Senate, Les' service on the Appropriations Committee is measured in ability to pass amendments of legislative significance. For example, on July 23, 1986, the House approved Les' legislation giving Oregon -- for the first time -- the opportunity to officially participate in the review and evaluation of decisions on the proposed nuclear waste dump at Hanford.

The AuCoin legislation gives Oregon \$2.5 million over five years to monitor the impact on Oregon of dumping nuclear wastes at Hanford. The same day, the House also approved Congressman AuCoin's legislation to require the Department of Energy to stop dumping defense-related liquid nuclear wastes into the soil surrounding Hanford and to provide a schedule to comply with environmental regulations. In addition, the House approved Les' amendment adding \$20 million next year for defense waste disposal activities at Hanford. In contrast, Senator Meeker was the only member of the Oregon Senate to oppose a Memorial calling for Congress to give Oregon a role in Hanford decision making.

Furthermore, other AuCoin legislation has passed including \$60 million in highway improvements for Washington County; federal research and development funds enabling the Oregon Graduate Center to pursue new advances in semiconductor research; a rescue helicopter station for Newport; and the Oregon Wilderness Bill which he co-authored with Senator Hatfield, as he did timber contract relief, saving scores of Oregon mills from bankruptcy. And this year's Interior Appropriations bill alone contained 32 AuCoin amendments.

ACCOMPLISHMENTS

Trade

In 1978, Les led the first trade mission of Oregon business leaders to China, opening ever-increasing trade opportunities with the mainland. Now, with trade accounting for one of every six jobs in Oregon, Les played a leading role in convincing an administrative judge that regular air service between Portland and Toyko will result in greater economic growth.

Les believes our trading partners must open their markets to U.S. goods. This year, the House approved Les' amendment urging the U.S. and Japan to settle a year-long dispute denying Intel, and other American companies, access to Japanese markets, while charging Japan with unfair dumping practices. AuCoin's amendment is credited by industry with pressuring the Japanese back to the negotiating table. In late July, U.S. Trade Representative Clayton Yeutter announced that Japan had agreed to open up its markets to the U.S. semiconductor industry and to stop dumping semiconductor chips on the U.S. market, factors which contributed to the loss of 500 jobs at Intel's plant in Washington County.

The House also passed Les' amendment to eliminate layers of paperwork that adds months to the time it takes getting export licenses. This provision was proposed by Les' Washington County task force, set up to expand trade opportunities for high tech firms. The House also approved Les' initiative to require the U.S. to appoint an industry representative to the U.S. export negotiating team, giving industry a voice in U.S. export decisions.

At an April 14, 1986 meeting with Japanese Prime Minister Yasuhiro Nakasone, Les warned that "tough action" is needed now to open Japan's markets to U.S.-made goods to prevent a trade war that could damage both countries' economies.

In 1985, the House passed legislation backed by Les requiring U.S. agencies to expedite the handling of export license paperwork -- the bane of high-tech manufacturers trying to develop overseas markets.

In 1984, Les headed a House trade task force that warned against trade embargoes and other forms of protectionism and said that record budget deficits represent the greatest obstacle to expanding U.S. trade.

Bonneville Lock

Les won crucial commitments clearing the way for passage of \$191 million to replace the lock at Bonneville dam. The current lock, nearly 50 years old and simply too small to accommodate waterborne traffic, threatens to create a paralyzing bottleneck for commerce along the Columbia-Snake system by the end of this decade. Delays of up to eight hours at the lock are common, and the outmoded size of the current lock presents a significant safety threat to the barges moving through the system. The Army Corps of Engineers estimates that construction of the new lock will provide about \$20 million in benefits each year.

Mt. St. Helens dam

Silting and flooding from the Mt. St. Helens volcano is so extensive that the shipping lanes along the Columbia River are in grave danger; a major flood could completely shut down river trade. So Les got the Corps of Engineers to expedite its feasibility report for recommending a dam. Next, Les won \$1.4 million for preliminary construction. The dam will have a retention capacity of 258 million cubic yards.

Each year, the amount of sediment eroded from the "debris avalanche", caused by the 1980 eruption, that floats down the Toutle River could cover an average city block five miles deep.

Portland shipyards

Until Les stepped in, the Portland shipyards were on their last keel, headed for a rocky death. Once, the yards had over 1500 employees but the work force was down to 100, with no significant work on the horizon. The Navy was trying to write off Oregon's yards, so Les pushed through new rules bringing in \$111 million in work and over 2,000 jobs. Over three years, Les fought to eliminate requirements that all overhauls be done in homeport; get rid of an unfair interport differential against Portland yards; shut down California "contractors" working out of the back of a pick-up truck; direct the Navy to begin opening up at least 25% of all work now reserved to homeports to coastwide competition; create more public/private competition on major repair jobs; and opened up all Naval Reserve Fleet repairs to coastwide competition. And to ensure a steady stream of work in the future, Les wrote provisions in the defense bill saying the Navy should consider homeporting Ready Reserve Fleet ships in Portland; four ships are now there, Les announcing their arrival in September 1985. This means at least \$5 million in repairs, with expenditures by the crews contributing to the local economy. Les also added the funds, not requested by the Navy, to allow the dispersal to go forward.

A year and a half ago, Northwest Iron Works was the apparent low-bidder on several repair contracts, but was left empty-handed when Navy Secretary John Lehman refused to allow the contracts to go forward. After concerted efforts by management of the yards, Port officials, labor unions, businesses and civic leaders, and Les' and Senator Hatfield's efforts, \$50 million in contracts were approved, creating 2,000 jobs. Navy vessels CUSHING, (\$13 million) DULUTH (\$13 million) and PRESIDENT POLK (\$20.5), along with the Coast Guard cutter STORIS (\$4.2 million) were repaired in Portland yards. Also, the homeported Coast Guard icebreaker GLACIER is being repaired there.

This year, the House passed Les' legislation to cut out unfair foreign competition of ship repair work. To preserve the longterm stability of the repair yards, he and Senator Hatfield are working with the Secretary of the Navy to assure that Oregon yards are able to compete for work on ships homeported in the Everett/Puget Sound area as part of the expanded strategic homeporting policy.

Columbia River Gorge

From his seat on the Interior Appropriations subcommittee, Les, working with Sen. Hatfield, arranged federal acquisition of Stigerwald Lake at the west end of the Gorge, saving the lake from pressures for developments. And he's achieved about \$2 million worth of acquisitions within the Mount Hood and Gifford Pinchot National Forests. Now, to develop a consensus on management of the Gorge, Les has introduced legislation that protects the most critical areas while encouraging development in existing population centers. His efforts have already won widespread praise from around the region.

With all its popularity, there's a great demand on recreation facilities in the Gorge -- parking lots, trails, and picnic areas. Les fought for \$600,000 in appropriations for recreation construction in the House 1986 Interior Appropriations bill, and held tough for the entire package in conference after the Senate didn't put any money in.

Oregon Wilderness bill

Almost nobody thought an agreement could be hammered out to set aside the most important wild and scenic areas in Oregon's national forests. But Les thought it could be done, and did it. The Oregon Wilderness Act of 1984, which he co-authored, capped years of review, negotiation and public debate by preserving one million acres of Oregon wilderness for the enjoyment of future generations. The bill also freed two million acres for multiple and commercial use. Earlier, Les pushed a bill through the House designating 56 islands off the Oregon Coast -- from Tillamook Head on the north to Brookings on the south -- as wilderness areas.

Hanford

On July 23, 1986, the House approved Les' amendment giving Oregon -- for the first time -- the opportunity to officially participate in the review and evaluation of decisions on the proposed nuclear waste dump at Hanford.

The AuCoin amendment gives Oregon \$2.5 million over five years to monitor the impact on Oregon of dumping nuclear wastes at Hanford. Les said the amendment "gives Oregon the authority to conduct independent, honest research on Hanford. We're going to ensure that DOE does not try to cook the facts and make Hanford the nation's nuclear garbage dump."

Passage of Les' amendment followed unsuccessful attempts by the Pacific Northwest delegation to delete funding for site characterization of Hanford. In addition, his amendment approving an additional \$20 million for cleanup of defense wastes at Hanford was recently approved by the House. These funds are taken from the nuclear defense program account which includes production and transferred instead to a waste disposal fund, increasing Hanford's share to \$174 million next year.

The House also approved a 4-point plan by Les to require the Department of Energy to stop dumping defense-related liquid nuclear wastes into the soil surrounding Hanford and to provide a schedule to comply with environmental regulations. Les' package:

- * Gives the Department of Energy 120 days to develop a plan for stopping the disposal of liquid military wastes at Hanford, and instituting alternative disposal methods.

- * Requires DOE to draw up a schedule for alternative disposal methods.

- * Requires a schedule for compliance with all environmental laws and regulations to ensure that the military meets the same safety standards that commercial facilities must meet.

- * Expresses congressional concern over the continued disposal of military liquid wastes into the soil at Hanford.

On June 30, 1986, Les and Congressman Weaver announced they have introduced legislation to set aside the Department of Energy decision that included Hanford as one of three potential sites for a permanent nuclear waste repository. The bill would also give Oregon equal veto rights with the state of Washington if Hanford were picked as the final site.

Les feels that an understanding of the groundwater systems is a key to determining if the site is suitable, and has also introduced a resolution calling for the shutdown until major independent investigative studies on the plant's safety are completed.

Opposing sale of Bonneville

Les wrote letters, made floor statements and worked to pass amendments prohibiting the sale of Bonneville Power Administration. "Selling BPA," as proposed by the administration, "would mean higher rates for the entire Northwest. And that would cripple our drive for rebuilding Oregon's economy," Les said. In the summer of 1986, he successfully urged House conferees to adopt provisions prohibiting the sale of BPA and prohibit further studies of the proposed sale. He also fought off amendments that would change the debt repayment structure of Bonneville, changes that would have increased rates for ratepayers in the Northwest.

Timber contract relief

When the boom-bust economic cycle of housing and wood products threatened unprecedented business failures and unemployment in the Northwest, Les introduced the first timber contract relief legislation, in 1981. Over three years, he helped develop compromise legislation and, when Sen. Metzenbaum threatened to kill it, Les and Sen. Hatfield convinced Metzenbaum to drop his objections to the bill. Les then worked it through the House, and into law. Had the bill not passed, an estimated 75 percent of the lumber mills in the Pacific Northwest would have been bankrupted.

Timber sales

After contract relief passed, the Forest Service tried to reduce its sales program, despite renewed demands for lumber. Les blocked this proposal, and forced the Forest Service to resell the sales that had been bought out in the contract relief bill. That was quick and cheap, and allows Oregon and Washington mills to buy 700 million board feet more of timber in 1986 than the Administration had planned. That keeps stumpage prices stable, mills humming, revenues up for the counties, and other sectors of Oregon's economy rippling from this activity.

For fiscal year 1984, the administration's timber sale request was based on the availability of default volume that never was defaulted. Thus, the real request was for 4.6 billion board feet. Les won a 300 million board foot increase then. In fiscal 1985, he increased the 4.7 billion board foot request by 150 million board feet in the House, but only a freeze level of 4.7 bbf survived in conference.

Job retraining

In 1986, Les helped Oregon lumbermen win a \$2 million grant to assist displaced lumber and wood product workers by providing them retraining for new fields. About 1,000 workers will benefit. The grant money is in addition to an earlier allocation of \$675,000 to the state made through the federal Job Training Partnership Act. For Oregon firms affected by foreign competition, Les voted for legislation to extend retraining programs for displaced workers and help businesses develop new products, and new ways of marketing.

Education

To make sure that families will have the financial help they need to put their kids through school, Les voted for legislation to extend and improve federal student aid programs. In 1983, he co-sponsored successful legislation to improve math and science education in the public schools, important if Oregon is going to keep its edge in high technology markets.

In 1985 Les voted for legislation to continue federal funding for compensatory education in the public schools. The Chapter One program provides personal tutoring and training for youngsters who need additional help. He supported legislation to continue federal college aid programs -- used by 50% of students in Oregon public colleges and universities to fund their education. It is estimated that 26,000 of the 46,100 full-time students in the Oregon higher education system depend on federal aid.

In 1986 Les voted for a budget to increase federal aid to education, while finding off-setting cuts elsewhere.

Trip to British Columbia

Les led a delegation of four House members to Vancouver, B.C. in May, 1985, to present the Northwest's side on Canadian lumber trade, at a time when softwood imports from Canada had captured 37% of the U.S. market. Later, he hosted a meeting with British Columbia's premier, and subsequent meetings with B.C.'s Minister of Forests, to push the Northwest's story. Finally, he worked against an amendment to the trade bill in 1986 which would have gutted a provision dealing with foreign governments' subsidies of natural resources.

Opposition to House tax bill

Saying "I can't vote for a bill that would kill Oregon's timber industry," Les voted against the House tax reform bill in late 1985. The bill, written by the House Ways and Means committee, contained provisions eliminating capital gains treatment for income earned by forest products industries and instead treated it as regular income, taxed at a higher rate. It would have also eliminated tax deductions for forest management costs. Following a House/Senate conference on this bill, however, many of these provisions were changed, maintaining expensing of management costs as well as reforestation tax credits. It is expected that lower income tax rates will largely offset the loss of capital gains treatment. Although this was far from a perfect bill in some respects, overall it achieved the goals of simplifying the tax code to provide more fairness for all taxpayers, and closed significant loopholes that allowed major Fortune 500 companies to escape taxation, and for those reasons Les supported the bill.

Land acquisitions

Les has made protection of Oregon's critical lands a top priority. His victories include acquisitions in eastern Oregon's Steens Mountain Recreation Area (1986); along the Rogue Wild and Scenic River (1983-85); in the Strawberry Mountain Wilderness Area (1986); and at Bear Valley (1984-85). In the Three Sisters Wilderness, Les' initiative ended a 20-year controversy over pumice mining at Rock Mesa (1983). On the Oregon Coast, Les helped save the last unprotected area of Cascade Head, which had been scheduled for development as a trailer park (1983), with final acquisition parcels in 1985.

Bottle bill

Starting with his pioneering efforts in the State Legislature to draft Oregon's landmark "Bottle Bill," Les has strongly supported efforts to reduce litter and conserve energy through recycling beverage containers.

Park Service acquisition and improvement funds

Les has consistently supported efforts by the Park Service to make local acquisitions through the Land and Water Conservation Fund's state assistance program. In the last three years alone, the program has earmarked funds for park projects in Dundee, North Plains, Seaside, Bay City, McMinnville, Chehalem, Clatskanie, Vernonia, Newberg, Lincoln City, Dundee, Rockaway, St. Helens, Lafayette, at Hagg Lake in Washington County, and the Rutherford Road Parkway in Columbia County. And every year, when the administration tried to eliminate these funds, Les made sure these investments were preserved.

Roads

Les appropriated \$60 million in Washington County road improvements, generating hundreds of millions of dollars in private investment, 80 new businesses and 36,000 new jobs. Major roads funded by Les' work include \$14 million on dangerous Sunset/217 interchange; \$11 million on 185th widening from Rock Creek Blvd. to TVH, \$5.5 million for Murray Blvd.; \$4.5 million for Hall Blvd.; \$3.6 million for 185th; and millions more on Allen Blvd., Barnes Rd., Cornell Rd, Farmington, Helvatia/Sunset overpass, Beaverton Hillsdale Hwy, SW Jenkins, and Scholls Ferry Road. He also blocked an attempt to shift road funds to light rail; instead, Les forced the administration to use new transit funds for light rail and to leave road funds alone.

Since 1980, Les has appropriated about \$400 million for critical road and transit improvements, some of which has been spent on left hand turn lanes, new traffic signals, bus lanes and transit centers. Against the 1981 ban on new starts, Les came through with a full funding contract of about \$300 million plus for light rail, a letter of intent for \$70 million on non-rail transit improvements for the westside, and with \$100 million in road and transit funds, while the overall interstate transfer budget was reduced nationally by \$115 million. In the depths of recession, it was a much-needed shot in the arm for construction industry and trades: 3,100 construction jobs, 1,600 indirect jobs, and \$95 million in local wages over four years.

Oregon Graduage Center

Les, working with Sen. Hatfield, delivered \$2.7 million in federal research and development funds in 1986, enabling the Center to pursue three major projects critical to Oregon's economy and environment: advanced semiconductor materials, toxic waste problems, and transportation maintenance and repair.

OGC is on the cutting edge of the newest advances in semiconductor materials research, and Les' goal is to develop it into a world class research institution that will attract new businesses to the area and help existing ones spin off into even more innovative technologies.

Floating Points Computer

Les helped to provide \$10 million for the Defense Department to purchase a state of the art supercomputers made by Floating Points Systems. The computer is more powerful than any other currently available. Les worked to provide these funds since future breakthroughs in advanced computer science and engineering depend on the ability to develop these kinds of systems.

Capital Gains

Les strongly favors using "targeted" tax cuts to spurring economic productivity. Using the Task Force on Industrial Innovation and Productivity which he founded, Les helped swing key votes in favor of the liberalization of capital gains treatment, passed in 1981. The capital

gains tax cut made available more than \$4 billion in new venture capital for investments in 1983, adding momentum to growth industries, such as the electronics industry which has created 850,000 new jobs in the last six years.

R&D Tax credits

One of the vital tools used by Oregon high tech firms to develop new products is the tax credit for research and development. Tektronix, for instance, spent \$150 million on R&D in 1984, while Mentor Graphics and ESI spent more than \$7 million each. But the credit expired last year, and Les is sponsoring legislation extending the R&D credit and making it retroactive to Jan. 1, 1986. Les also supports making the credit permanent. A permanent tax credit would generate an extra \$1.4 billion per year by 1986 and \$3.3 billion by 1991.

Gramm-Rudman

Les has consistently said that "Oregon's economy won't come back up until the deficit goes down" and has called the deficit the single greatest threat to long-term economic growth. So in 1982 he voted for the "Pay-As-You-Go" budget to freeze spending -- military, domestic and entitlements -- and require offsetting budget cuts or taxes to finance new spendings. In 1983, with the backing of former President Gerald Ford, he introduced legislation to put a bipartisan commission to work on breaking the budget impasse. In 1984 he fought for the "Across-The-Board Freeze" to get a toehold on deficit reduction.

In 1985 he became an early supporter of the Gramm-Rudman act, which puts the government on a five-year glide path toward eliminating the deficit by 1991. Proving that Congress is striving to live within the terms of this historic deficit reduction measure, on September 23 the House passed a budget measure making \$15 billion in deficit reductions to meet the Gramm/Rudman deficit targets for the fiscal year. This action avoids the sequestration process that would have been triggered without action by Congress.

Specific votes to reduce the size of government

Since coming to Congress, Les has voted for less spending than requested by every President and less spending than House Democratic leaders wanted. Excluding votes on military spending bills, he's voted less than sought by Presidents Ford, Carter and Reagan, and less than the House Appropriations Committee recommended.

West Rainier commercial/industrial area

Les expedited the handling of a \$375,000 grant for water and sewer extensions to open up undeveloped lands for industry. Originally, the request from the Rainier was not ranked high enough to get funded. At the time the unemployment rate in Columbia County was 12.3% compared to the national average of 6.6% Les got the grant expedited and several firms are now considering the West Rainier Industrial area as a possible site for development. The Port of St. Helens (which markets the site) says it is now the best undeveloped site on the lower Columbia.

Allied Systems Co.

Allied Systems of Sherwood was a young company, with 50 employees, shooting for a Coast Guard contract to produce cranes under the small business setaside. When the Coast Guard refused to bid this as a setaside, Les convinced the agency to write a bid notice designed for a small business such as Allied. Only six companies bid, and Allied won the contract to produce first 30, and eventually 90, marine cranes for Coast Guard cutters. This created 125 jobs in the first year alone. Getting the bid enhanced Allied's reputation as a qualified manufacturer and helped to diversify the economic base of Oregon while creating new jobs.

Scappoose airport improvements

The Scappoose airport couldn't handle more traffic without major improvements, such as a tie-down apron, taxiway extension, advanced landing system and secure fencing. To get this work done, Les got the FAA Airport Improvement Program unfrozen, then blocked an attempt to divert these funds into other programs. \$500,000 worth of work was done in 1985 and another \$257,000 grant has been approved for 1986 work. The upgrading will improve traffic flow, improve safety (especially in night landings) and improve security.

O&C Counties

Les is the House guardian of western Oregon's O&C timberlands. He has repeatedly fended off attacks on the receipt sharing formula which gives western Oregon counties 50 percent of the revenues from O&C timber sales -- \$61 million in 1985 alone -- to spend locally. Les has also succeeded in increasing the federal budget for O&C management, enabling the Bureau of Land Management to sell its full timber sales program while improving fish habitat and recreational opportunities on these lands as well.

In addition, Congress accepted Les' proposal to make direct, annual appropriations for O&C land management. This historic change in the management of the O&C timberlands puts this budget on firm and predictable financial footing. Ray Doerner, executive director of the O&C Counties Association, said: "Not since 1952...has anyone so skillfully and gingerly updated the wording of the annual bill to provide certainty of funding that is necessary for proper management of the O&C resources while at the same time protecting the counties' 50 percent share of the receipts."

Housing

Since coming to Congress, Les has played an active role in shaping national housing policy. He authored the Home Ownership Incentive Act of 1983 to help first-time home buyers save for a downpayment on a home; sponsored legislation to extend the Mortgage Revenue Bond Program making home loans available to average American families; blocked an attack by the Administration to eliminate "home buyer bonds" which allow builders to buy-down mortgage rates and helped write the Community Development Grant program.

Les led the fight against the President's attempt to cut middle income families out of the FHA market, and to prohibit FHA financing on second homes. Homebuilders calculated that the changes would increase out of pocket expenses for FHA borrowers by \$840 and that the immediate fee payment would cause up-front closing costs as high as \$3,500 on the \$75,000 FHA mortgage. Over half of the FHA loans in Portland during 1985 went to families with incomes over \$40,000; under the administration's provision, they would be ineligible.

Les is a long-time supporter of Oregon's Veterans' Home Loan program, which has enabled 260,000 veterans to realize the dream of home ownership. More than 100,000 of those loans have gone to Vietnam veterans. For each \$1 million in bond sales to fund this program, the Oregon Department of Economic Development estimates that 15 direct jobs and 20 indirect jobs are supported. Les has fought hard to defeat tax proposals that restricted the use of these bonds, and pressured House-Senate conferees to preserve the program during the 1984 tax bill conference.

Forestry Research

Les has fought off repeated attempts to cut the Forestry Intensified Research program for Oregon, a joint BLM-Forest Service effort through Oregon State University. The likely result of the FIR research and adaptation of its research is the restoration of about 200,000 acres of land in southern Oregon to productivity. With FIR phasing down, Les is helping win funds for the Coastal Oregon Productivity Enhancement project, now in the developing stages. It will be a big help in resolving resource conflicts in coastal forests: timber vs. water quality; fishing vs. timber.

Timber stand improvement

Les won an additional \$10 million in appropriations in fiscal year 1983, to enable the Forest Service to increase its intensive management on 65,000 acres of forestland nationwide. In 1986 he's fighting Forest Service budgets which cut the TSI funding by about 50 percent.

Youth Conservation Corps

Les is pushing to give new life to the Youth Conservation Corps and has been working to ensure that the National Park Service, the Fish and Wildlife Service and the Forest Service spend about \$3.3 million each year to put young Americans to work in the outdoors.

Gibbons Bill

Les organized support for a successful provision in the 1986 trade bill enabling the Commerce Department to impose countervailing duties on subsidized foreign natural resource products. Canadian lumber has taken an ever-increasing share of the U.S. market -- now more than one-third of the softwood lumber market -- and many believe charges that a Canadian subsidy gives Canadian producers an unfair advantage.

generating facilities, like nuclear power plants. As a member of the House Banking Committee, he helped write the law creating the Solar Energy and Conservation Bank. He supported tax incentives for energy conservation and renewable resources while opposing budget busters like the Clinch River Breeder Reactor.

On the Interior Appropriations Subcommittee, he has successfully fought for adequate levels of funding for the Energy Department's energy conservation programs, and he has voted to expand the Schools and Hospitals program and the low income weatherization program.

Les has championed research and development funding for fuel cells. This technology can convert methane and other fossil fuel feedstocks into electricity, with environmentally benign emissions. Fuel cells have a variety of applications, including use as cogenerators for large utilities, or smaller on-site applications. The technology has been tested by Northwest Natural Gas in Portland at a laundry facility.

Despite Administration efforts to curb research and development funding for fuel cell technologies, Les has led efforts in Congress to tie down roughly \$35 million each year for more than a half-dozen projects.

Agriculture

Because wheat accounts for 60% of all exports out of the Port of Portland, Les voted for legislation to expand the bonus bushel export development program, vital for expanding Oregon shipments overseas. Les followed up by encouraging the Secretary of Agriculture to "aggressively" implement this program. "Lower loan rates for wheat called for in the Farm Bill won't, by themselves, turn the market around. We need to get the Agriculture Department more aggressively involved."

Because economic growth in Oregon depends on expanded trade overseas, Les is working to prevent the Administration from cutting the Cooperator program -- one of the most effective tools the federal government has to develop innovative trade programs overseas. One example is a flour mill built in China that is to become a joint U.S. - China development, creating new overseas demand for Oregon wheat. And he is pushing for a strong research program to provide new technologies that will help farmers process vegetables and keep them farm-fresh.

Tourist directional signs

Les obtained permission from the State and Federal highway administrations to allow tourist oriented directional signs to be placed along state highways. These signs direct tourists to major tourist attractions, especially the wineries in Yamhill and Washington Counties.

Filbert marketing order

In 1983, the President signed into law Les' bill giving Oregon filbert growers a national voice in marketing their product. In the two years since the AuCoin bill became law, Oregon filbert sales have increased 42%.

Proposed BPA power line through Columbia County.

BPA had proposed to place a 500 KV power line through portions of Columbia County, cutting through 22 miles of Columbia County and 10 miles of Washington forest land. Les stated: "Most of the land in Columbia County is prime commercial forest land. I've found that a minimum of \$4 million of timber stock will forever be lost -- this could cost over 100 jobs." On Jan. 12, 1982, Les began work to force BPA to justify the project; rather than provide justifications, the agency dropped the project.

Rainier Park

Rainier never had a city park. When Crown Zellerbach agreed to donate land, problems arose over the deed. The city also needed an \$88,000 EDA grant for the park construction. Les contacted the U.S. Park Service to untangle the deed problems and helped get grant funds unfrozen. Mayor Betty Vilhauer stated: "We encountered lots of government red tape, but Rep. AuCoin helped get our funds that had been frozen. Believe me, sometimes it does help to call your Congressman."

Superfund

Working closely with conservation groups and citizen activists, Les helped pass through the House landmark legislation to strengthen hazardous waste cleanup laws. His support for amendments allowing citizen suits and expanding communities' right to know about hazardous substances in their areas earned him a 100 percent record from environmentalists on Superfund votes.

Bull Run Waterhead

When a huge accumulation of blown down timber caused officials to begin worrying about water quality within the Bull Run Watershed (Portland's pristine source of drinking water) Les won funds to monitor water quality and he is keeping a watchful eye on Forest Service plans to log in the area.

Scoggins Valley Road repairs

The rising water level at Hagg Lake caused a number of slides that took out sections of the road around the lake. This restricted access to recreational areas and hindered maintenance of the reservoir. Les convinced the Bureau of Reclamation to repair the roads and to realign the Scoggins Valley Road to secure access to the major outdoor recreation area in Washington County.

Energy Conservation - Solar power and fuel cells

Les has consistently supported efforts to reduce Oregon's dependence on non-renewable resources. He voted against the Northwest Power Act because it increased, rather than decreased, the Northwest's reliance on large

Extension Service

Responding to Administration plans to cut the Cooperative Extensive Service by 50% -- and possibly end the 4-H program -- Les cosponsored legislation to block this move. He's followed up by submitting testimony to the House committee that funds the Extension program asking that they stop these plans.

Soil conservation

Because agricultural innovation depends on up-to-the-minute information on soil conservation and land use techniques, Les persuaded the administrator of the Soil Conservation Service to postpone the closure of the Portland regional office. The closure saves RC&D programs for Washington and Columbia Counties. The 70 members of the Portland office perform vital work in watershed management, pollution and erosion control. Loss of this office would have been a setback for growers all over the state.

Soil Bank erosion

In 1986, Les persuaded the Department of Agriculture to grant a special "Research, Conservation and Development" status to Washington and Columbia counties. This designation allows these counties to pool resources and embark on coordinated planning for conservation and land use. Already in the works is a project for flood control on Butternut Creek in Aloha, no-till farming projects and a roadside drainage and erosion program for Grabhorn road in Columbia County. Les previously secured RC&D status for a highly successful waste treatment program in Tillamook Bay.

Opposition to textile bill

Last fall, bucking Democratic leaders, he organized opposition to the protectionist "Textile and Apparel Enforcement Act", pointing out that Oregon traders -- especially soft white wheat farmers -- would be early victims of a trade war. He won a major victory when the House failed to pass the bill by a two-third majority, the number necessary to override the President's veto. On Aug. 6, when the House attempted to override the veto, Les served on a 12-man bipartisan committee that counted votes and lined up support for sustaining the veto, an effort that succeeded by eight vote.

Disaster relief for farmers affected by Mt. St. Helens

In the wake of the 1980 Mt. St. Helens eruption, AuCoin persuaded the Small Business Administration to declare Multnomah, Washington and Tillamook counties "disaster areas." The disaster declaration made farmers and other business owners who suffered losses from ash fallout eligible for low-interest, long-term loans. Under the terms of the SBA program, individuals were allowed to apply for direct disaster loans up to \$500,000 with interest rates ranging from 5 1/5 to 8% and, depending on the damage, a repayment period of up to 30 years.

H. Bowen and Chinese manhole covers

H. Bowen Co. Inc., imports heavy foundry casting from China and sells them to domestic foundries and concrete precasters. When the U.S. Department of Commerce investigated a dumping complaint against several countries, China included, it mistakenly sent its China inquiry questionnaire to the wrong agency. In the absence of a reply, Commerce was preparing to make a finding against the Chinese, leading to duties that would have forced H. Bowen to incur significant additional costs. Les stepped in and got Ambassador Han Xu to answer the questionnaire and to obtain a deadline extension from the U.S.

EyeDentify Inc.

Les hosted a demonstration in the capitol of a new security device created by EyeDentify Inc., of Beaverton. This new computer system provides identification of individuals by scanning the retina of the human eye.

U.S. tourism literature

Les cosponsored a resolution urging the Canadians to remove a 10 percent excise tax on literature published by U.S. chambers of commerce, boards of trade and automobile associations. The Canadian government complied, a decision which Les said is a "real shot in the arm" for Oregon's tourist industry that will help pump Canadian tourist dollars into Oregon's economy. Later, Les sent all Congressional offices a packet of information on tourist attractions in Oregon during Expo '86.

Sheridan prison

Three years ago, citizens of Sheridan came to Les seeking help in getting the Bureau of Prisons to buy the Delphian School, on a hill overlooking Sheridan, for renovation into a federal minimum security prison. Les brought Norman Carlson, director of the Bureau, to Sheridan to tour the facility. The tour established deficiencies at the school; however, the Bureau was extremely impressed by local support for the project and so with Les' encouragement began working toward new construction. Les appropriated \$5 million for this purpose, and later helped win \$103 million, which will be used to start construction on three facilities, including the one at Sheridan. If all goes well, the Bureau could break ground soon on a \$48 million prison that will mean 800 jobs for the area, 300 permanent jobs and a significant infusion of federal spending that will help Sheridan/Willamina return to stability after years of recession, job loss and 60 home foreclosures.

Defense subcommittee staff visit

After moving to the Defense Appropriations Subcommittee, Les became aware of an acute lack of information among Oregon businessmen regarding procurement opportunities on defense projects. So Les had two professional staff members from the subcommittee come out to Oregon and meet with officials of all of the ship repair yards, Port officials from Portland, Coos Bay, Newport, Astoria, and with other businesses to assess how facilities in Oregon match up with the needs of the Navy.

Upgrade downtown Beaverton businesses

Sixty-five percent of the businesses in downtown Beaverton were substandard or dilapidated; very little new building was going on and with changes in the development patterns, Beaverton's core business district was losing business. Les convinced HUD to agree to a formula under the slum and blight removal program to match 50-50 investments made in exterior and interior improvements by businesses in the old town area. Since the project got underway, a number of new businesses have located in the area and the business district as a whole has been placed on the National Register of Historic Places.

Procurement conferences

Last year, Les brought officials of Sikorski Helicopters to Oregon to meet with potential subcontractors. This year, Les brought in officials from McDonnell-Douglas for a one-day procurement conference on the C-17 aircraft construction project, giving Oregon businessmen a chance to learn about bidding opportunities on a huge construction project.

New product approval

Multnomah Plywood in St. Helens developed a new product, "Brand-Tex Siding", and needed HUD approval before marketing. It applied to HUD in September 1984 and was told it would be mid-summer 1985 before testing or review could be made. The company contacted Les in early 1985 and approval was given the first of March. This saved the company an estimated \$500,000-to-\$1 million in lost revenue. Bill Ezzell, President, said: "Thanks to you we will be able to compete with a product unique to our company and over 300 families in our community will sustain a livelihood."

Crater Lake Rim Run

The National Park Service didn't want to host a running race around the rim of Crater Lake. Les heard about it, knew how important the race was not just to the contestants but to the nearby communities, and convinced the Park Service into holding it again, all the while making sure that steps were taken to protect the cleanliness of the area.

Building the new vets hospital in Portland

Les spearheaded construction of the new VA Hospital in Portland to replace an outmoded, unsafe facility. His six year fight kept the replacement hospital in Oregon, and near high quality medical schools. Work is still underway on this 490-bed hospital.

Les also pushed through legislation which stopped the IRS from unfairly penalizing Oregon veterans for federal energy tax credits claimed in earlier years for weatherization and solar projects. And he supported the storefront counseling centers for Vietnam-era vets, providing medical care eligibility for veterans exposed to Agent Orange or nuclear radiation, and establishing a small business loan program for Vietnam-era and disabled veterans.

Cove Orchard water system

Until recently, the town had no water system, so there were constant health concerns and no prospect whatsoever for growth. Residents had to haul in their own drinking water. Les obtained the FmHA grant and loan that enabled the town to build a water distribution system.

Sewer projects

In North Plains, there was no sewage treatment facility and the city was under a moratorium for new sewer hook ups. Les secured a FmHA loan of \$550,000, a FmHA grant of \$432,000 and a CDBG grant of \$318,000 for a new sewer system.

In Grand Ronde, the area was serviced by septic tanks which were continually backing up. At times schools closed as a result. Over a number of years Les actively supported requests for grants of \$1,447,172 from EPA and over \$450,000 from HUD. The sewers are nearing completion. An area health threat has been eliminated and community growth is now a possibility.

In Newberg, the old sewer treatment plan was outdated and could not be expanded; without a new plant, a moratorium on all new construction within the city was imminent. Les helped the city obtain a \$14 million grant from EPA for the replacement project. Mayor Elvern Hall said: "...this is the largest public works project in the City's history. To a large extent, this project is possible because of you and the efforts of your staff."

In Sheridan, there was an imminent threat to health due to the city's inadequate sewage treatment system. Les secured EPA and HUD grants worth \$2 million to build a sewage treatment facility for the West Main area.

Crime

In 1981, Les helped win \$6,000,000 to save the the Western States Information Network, which shared information between federal and local law enforcement agencies on drug trafficking. The Justice Department had tried to kill the program, a decision Les found indefensible, since the project actually returns to the federal treasury many times its total cost from successful tax fraud cases, return of stolen property, seizure of contraband and seizure of the assets of narcotic traffickers.

In 1982, Les was an original co-sponsor of the Justice Assistance Act, which rushes federal aid to crime-fighting programs. The bill, opposed by the Administration, gives local police greater flexibility to put crime-fighting money where it will do the most good, faster, without a lot of red tape. The bill specifically calls for streamlined federal aid into the fight against burglary, arson, drug sales and white collar crime.

In 1982-84, Les fought to finally pass the Pharmacy Crime Bill, providing for federal prosecutions when a pharmacist, a member of a pharmacist's staff or a customer is seriously injured or killed during a theft from a pharmacy. The bill also provided for fines of up to \$25,000 and prison terms of up to 20 years for robberies or burglaries involving drugs, and other significant penalties for conspiracy to violate the law.

In 1986, Les cosponsored a wide variety of individual bills which later formed the core of the "Omnibus Drug Enforcement, Education, and Control Act of 1986," to stop the flow of drugs into the country, education youth to the dangers of drug abuse, impose mandatory sentences on drug dealers and assist local law enforcement agencies in the battle against drugs.

Colco transportation

Columbia County had no public transportation at all -- no buses or taxis. It was difficult for the elderly and handicapped to reach their doctor, the hospital or other services. Les worked to secure annual funding to enable the county to establish a public transportation system. County Commissioner Mike Sykes said: "Les has always lies or burglaries involving drugs, and other significant penalties for conspiracy to violate the law. been supportive of the seniors. The Colco Transportation system has been a lifeline for the elderly, handicapped and the general public in Columbia County." The county now has 20 vans and one bus.

Senior centers

In Forest Grove, the center was built as a result of a \$290,000 grant from HUD won by Les. The center provides meals, recreation, education and health care information. It is equipped to serve 200 meals a day.

In North Plains, the center is in a remodeled former gasoline station -- heating, plumbing and a kitchen were installed. When Les got involved, the project had been delayed and the federal grant had expired. Les got an extension, protecting the \$10,368 grant.

In Warrenton, a determined group of seniors wanted a center and went to work getting community support and federal funding. Community support came quickly, and this year Les helped win \$249,000 for construction.

SRO housing

Les wrote the law that allows "single-room occupancy" hotels and boarding houses to qualify for rehabilitation funds, making housing available to thousands of elderly and low-income tenants, thus lowering the number of homeless in the Portland area. Les also convinced HUD to upgrade housing in the Burnside and Lownsdale areas of Portland. Previously, HUD policy was based on a view that single-room occupancy housing is substandard because many units share a common bath or kitchen. Les convinced HUD to set up a program under which owners who upgrade their units became eligible for rental subsidies from HUD.

Tualatin River project in Tualatin

Tualatin had a history of serious flooding. Each time the river flooded 20 to 25 acres of highly valued land in downtown Tualatin could be flooded with damage estimated at an average of \$1 million. The river bed needed to be deepened by 7 to 8 feet and widened to about 80 feet.

The Corps of Engineers had completed two of the three stage project. The flood control study project had begun in 1974 but been abandoned in 1976. It resumed in 1979 with the support of Les and received federal funds of \$70,000, and \$100,000 in 1980. In 1981 the request for \$160,000 to complete the survey was not included in the President's budget for the Corps. Les got the money: \$3 million was approved through Sec. 205 funds for construction of the channel enlargement project.

Senior housing

Columbia County had a backlog of 69 senior citizens in 1982 waiting for low-income elderly handicapped housing in St. Helens. Some people had been waiting for over two years for adequate housing. Les helped obtain a \$1.3 million grant which provided a 33-unit rental housing building. Fifty jobs were created during the construction phase.

Burlington-Northern Bridge

In 1985, Les won \$5.2 million for the first phase of the multi-year project to replace the Burlington-Northern railroad bridge spanning the Willamette River in Portland. The 75-year-old bridge has been declared an obstacle to navigation. Construction is to begin this year.

Hillsboro Airport

Les gained a "priority designation" for the Hillsboro Airport in the federal transportation bill that passed the House in late 1985, improving the airport's prospects for obtaining assistance from the Federal Aviation Administration for airport improvements.

Public Lands Swap

In April 1985, Les convinced the Interior Appropriations subcommittee to block the Forest Service from spending any money to implement a proposed land swap involving 34 million acres of public lands, including over 3 million acres in Oregon. In the face of such opposition, the Forest Service and Interior Department's Bureau of Land Management have essentially shelved plans for the swap, which posed a threat to Oregon counties which share in the receipts from federal timber sales.

Job Corp

Despite administration hostility toward the Job Corp, Les has consistently helped save the program and its centers in Astoria and Yachats. This year, one day after the Department of Labor said it would close the Angell Job Crops Center in Yachats this year, Les pushed through an amendment to stop this action. Les' quick work saved 50 jobs in Yachats, a \$2 million payroll and over \$1 million in trails, shelters and other improvements carried out by Angell students in Oregon forests. Angell students also did the lions share of work on a new community library in Yachats that will open later this year. Les' work insured that these improvements will continue -- and that 240 disadvantaged kids will continue to get the job training they need.

Fisheries

For the past five years, Les has used his seat on the House Appropriations Committee to prevent cuts in funding for the Columbia River hatcheries, win funds for fish passage facilities on Columbia River dams and continue research into underdeveloped species such as Pacific whiting.

The result? Domestic landings of Pacific whiting have increased from 793 metric tons in 1980 to 3,894 metric tons in 1985. The salmon mortality rate at several Columbia River dams has been cut in half. And, there were reports of spring chinook on the upper Umatilla in May -- for the first time in years.

Astoria's Falcon jets

The Coast Guard bought Falcon jets to take over sea search missions -- a real life saver, since the Falcons are far faster than the aircraft they replaced. But after the Falcons were bought, the Administration refused to approve operating expenses and the Falcons were to be sent to a desert warehouse for storage.

So Les went to the coast, tape recorded testimony of fishermen, played it back at a Coast Guard hearing and won support for putting the planes into operation. Astoria got two. And when they were delivered, they landed on a new landing strip Les also helped get the money to build.

Les also defeated an Administration attempt to steal three big search and rescue helicopters from Astoria, which were scheduled to be sent to the southern region. He did this because the coastline off Astoria is known as the "graveyard of the Pacific," where many fishermen die each year.

Newport Coast Guard Station

In June 1986, Les spotted an opportunity to direct \$15 million toward the construction of the long awaited Coast Guard search and rescue station at Newport. He got the project inserted into the 1986 supplemental, wired support in the House, and convinced Senator Hatfield to line up support among Senators. Over the last 12 years, 49 people have died in the ocean off Newport when Coast Guard rescue crews failed to reach them in time. The station will fill in a geographic gap between Astoria and North Bend. The project is a longtime goal of the Fishermens' Wives organization in Newport.

Cyclocrane

Aerolift, Inc., of Tillamook had a good idea but no way to make it fly. So, Les persuaded the Forest Service that a lighter-than-air vehicle could be an invaluable tool for firefighting, insect suppression and remote logging, and won \$1 million for flight testing and evaluation of the Cyclocrane. Based on highly favorable test results, he convinced the research arm of the Defense Department to invest in Cyclocrane because its heavy lift capabilities have dozens of applications for our armed forces. The project is now moving toward large scale production.

Dredging mouth of the Columbia

The Ports of Portland and Astoria are centers of waterborne commerce in the Northwest, but their potential for handling big ships is only as great as the Columbia River channel is deep. Maintaining the channel depth of 40 feet and bar channel at 55 feet is a non-stop project, and Les has done a non-stop job on the Appropriations Committee to keep the channel maintenance funds directed at the Columbia River. He's secured more than \$7 million a year for the Corps of Engineers to keep the channel dredged, and to keep lumber, wheat and other products moving out to the Pacific Ocean.

Port of Astoria industrial site preparation

To attract industry, a site near the Astoria airport required fill and other work. The port applied for a \$350,000 EDA grant to match \$150,000 in local funds. Les got the grant (which exceeded full funding for Oregon projects in 1984), which will create several hundred jobs long term. Joan Platt, Chair of the Clatsop Economic Development Committee, said "your assistance made the difference" and the site is now available -- prime location for a company wishing to build at a major seaport right next to an airport.

Homeporting two sweepers in Astoria

When the Navy sought for new minesweepers, Les and Sen. Hatfield gave Oregon ports a strong push and Astoria won the competition for two minesweepers. Les did this because Astoria needs a permanent source of jobs and money. Attracting ships to Astoria could mean more homeporting there in the future, with some repair contracts going to the shipyards in Portland. The Navy is currently behind on its construction schedule and the ships are not expected until 1990. Each ship has four officers and 40 enlisted folks -- 180 new residents in Astoria, spending money and buying homes and local goods.

El Nino

In response to the devastating effect of the El Nino warm water current, Les pushed through legislation providing low-interest disaster relief loans for Oregon fishermen. The AuCoin initiative brought \$4 million in assistance to hard-pressed Oregon fishermen.

Sports fishing funds

Because sports fishing is important to Oregon's quality of life and economic well-being, Les has held off proposed cuts in the "Wallop-Breaux" sportfishing program. Oregon will receive nearly \$2.6 million in fiscal 1986 from Wallop-Breaux. This is a 75/25 federal/state matching program, with funds provided on a reimbursable basis. The program has, along with its smaller-scale predecessor, enabled Oregon to restore over 57,000 acres of water for game fish, to purchase 50 angler sites, and to build 13 new fishing lakes. It has also financed research and inventory initiatives.

Newport airport

To increase commercial activity and tourism (especially charter flights of fishermen) the airport at Newport needed to be lengthened, a parallel taxiway, among other improvements. Les obtained a priority designation for the airport, enabling it to win about \$2 million in grants so far to carry out the improvements. The runway was lengthened so that it can now handle 727 traffic. As a result of the improvements, charters now bring in tourists and the county is aggressively marketing the tourist potential of the coast.

200-Mile fishing limit

To regulate U.S. foreign fishing in U.S. waters and protect U.S. fisheries, Les helped write the landmark law (1976) that set up the U.S. 200 mile fishing zone. The zone prevents foreign fishermen from depleting U.S. fish stocks. In 1985 Les worked to make this bill even better by authoring an amendment that gives fishermen a greater voice on the Pacific Fisheries Management Council. The AuCoin amendment has been adopted by a key House Committee.

Salmon rations research project

BPA funded a research project at Astoria's OSU Seafoods Lab to develop rations for hatchery fish which would increase their survivability and return. Research was to include three years of releases. The El Nino warm water current ruined the value of findings for a couple of years, so the lab requested additional funding to make releases for two more years. Les convinced BPA to not only approve the extension, but to increase research funding by \$700,000.

Alsea Bay Bridge Replacement

Built in 1936, the current bridge is deteriorating; weight and speed restrictions have been placed on the bridge. It has reached the end of its projected life span and needs to be replaced. Les obtained priority designation for the bridge. Now that the state has selected a design and put together a proposal for construction, estimated to cost \$44 million, Les has written to the Federal Highway Administration to support the \$20 million federal portion of the proposal. This bridge is an essential transportation link on the central coast, and is important for tourist and commercial reasons.

Repair Nehalem jetty

Nehalem needed a deepwater entry which would be able to accommodate moderate-size recreational and commercial craft. Les worked with Sen. Hatfield to get the jetty included in the Corps of Engineer projects. The huge rock and armor-stone structure extends 4,400 feet into the ocean and was built at a cost of \$10.7 million.

Job retraining for fishermen

In 1986, Les helped secure a \$100,000 grant for the Oregon Coastal Zone Management Association. The grant will be used for training and retraining fishermen and others who work in Oregon's fishing industry, and promoting business on the coast. For Oregon firms affected by foreign competition, Les voted for legislation to extend retraining programs for displaced workers and help businesses develop new products, and new ways of marketing.

U.S./Canada salmon treaty

Capping over 12 years of difficult negotiations, the U.S.-Canada Salmon Treaty was ratified in 1985. Last year and again this year, Les has led the charge to secure Treaty funding. Estimates are that Treaty programs could double the size of some fish runs.

Yaquina Bay dredging

Yaquina Bay and the Port of Newport remain a vital piece of the coast's economic base. With fishing, shipping and recreational fleets dependent on a channel to get them out to the Pacific Ocean, keeping the Yaquina Bay and Harbor channel maintained at adequate depths for the fleet is essential. It's a million-dollar-a-year job, and Les has won the funds to get the work done.

Sea Grant

Every year since 1981, Les has successfully fought to protect funding for the OSU Sea Grant Program. OSU researchers carry out vital research on the effects of ocean conditions on salmon runs, changes in the Oregon marine mammal population and hatchery production. Sea Grant research has helped fishery managers plan better -- for the benefit of all who depend on this sea.

Habitat improvements

Les secured the \$500,000 downpayment on a \$2.5 million project to improve fisheries habitat on BLM lands in Oregon, and is pushing for \$500,000 more this year. The project will upgrade salmon and trout habitat on 985 miles of streams. BLM estimates \$7.5 million in economic benefits over 25 years. Estimates of fish production as a result has been put by BLM at 33,000 salmon, 16,000 steelhead and 2,500 cutthroat trout annually, about a decade from now.

Protect the coast from oil spills

For five years, Les has battled three successive Interior Secretaries, beginning with James Watt, who have ordered wholesale oil and gas development along the California coast. Les wrote the first oil and gas leasing moratorium to protect Oregon's offshore fisheries from development of an basin with earthquake faults just 100 miles from the Oregon border.

Nehalem Bay Bridge

On the very eve of the dredging work that was needed to provide the fill material for the approaches to the replacement bridge, a bureaucratic foul-up arose involving an exchange of paperwork between the U.S. Army Corps of Engineers, the State Department of Transportation and the U.S. Coast Guard. Unless it was straightened out immediately, the whole project was going to be put on hold. Strengthening it out depended on getting the Coast Guard to okay using the dredge spoils to construct the approaches. Les stepped in and convinced Rear Admiral DeWolf, commander of the Coast Guard office in Seattle, to clear the project in late 1981.

Wetlands wastewater treatment system

Cannon Beach needed to upgrade its existing water system and wanted to use an innovative wetlands system which was considered a significant pollution control project. Les provided support which obtained the \$1.8 million EPA grant. The system has helped improve the quality of life and expand the economic development potential of this coastal community.

KMUN

Astoria community radio station KMUN needed to place three FM translators in the area to ensure quality reception and increase the range of broadcasts. Les wrote to the Department of Commerce supporting the request for translators. KMUN got the grant and put up the translators. More than 10 small communities which previously couldn't get the signal now can.

Devil's Lake Restoration

Devil's Lake, near Lincoln City, was a thriving boating and water sports attraction. But a steady growth of weeds curtailed boating and threatened to turn the lake into a swamp. In 1983 citizens asked Les for help. He advised them to form a local improvement district and offered to seek funding from the EPA. The Devil's Lake Water Improvement District was approved by voters in 1984. In 1985 Les helped win a \$250,000 EPA Clean Lakes grant; a main ingredient of the restoration is the use of grass carp to eat weeds. Carp are scheduled to go into the lake in late 1986, and other parts of the plan, such as elimination of pollution sources, are already underway.

Newport fish in schools

The fishing industry wanted a grant from NOAA to develop new recipes for underdeveloped species of fish and place the fish in school hot lunch programs. Les helped secure the grant and fish was placed in the hot lunch program in a number of coastal schools. This improved the marketability of underdeveloped species of fish.

Each year, Les' office handles more than 1,000 constituent problems -- cases of bureaucratic entanglements, missing Social Security checks, mishandled veterans records, immigration conflicts and, all too frequently, situations involving life and death. After 12 years, Les' commitment to constituent service is stronger than ever. Here is a sampling of recent success stories.

VA life flight

In 1985, VA was refusing to pay \$30,000 for a life flight helicopter from Newport to Seattle for life saving brain surgery for a disabled Coast Guard officer. The problem was that in the middle of the emergency, the family had failed to get preauthorization for the flight from the VA. Les cut the red tape and got the VA to come up with the money.

World Series

A few days before the start of the 1985 World Series, Les was approached by Portland police officers who were attempting send Lt. Dave Kenniman, who was suffering from Lou Gerhig's disease, to the Series. They had run into a number of obstacles and were unable to obtain tickets to the games. Les obtained tickets in a section with easy wheelchair access.

Walter Rutherford

Without explanation, Air Force retiree Walter Rutherford of Portland stopped receiving retirement and disability benefits. The 65-year-old veteran, under full-time care for a heart ailment, was in no condition to find out why his checks stopped coming, so the task fell to his wife. Mrs. Rutherford spent hours on the phone and finally was astonished to learn that her husband had been reported dead. Les went to work and within weeks, Rutherford's benefits had been reinstated, with back payments.