

Mr. Speaker, this last week at the Conference on Sustainable Development in Detroit, Michigan, the administration announced the winners of the Transportation and Community Systems Preservation Program. The TCSP was a little noticed title in TEA-21, which really did not get the attention and recognition it deserved.

There are a number of programs that spend far more than the \$13 million involved, but there are few that will have more long-term impact.

The program had its origin in the experience in my State of Oregon in the early 1990s, where citizen activists successfully petitioned the State Department of Transportation to consider an alternative to a traditional beltway that included careful land use planning, connecting the transportation links, and grouping uses in a way that might be able to achieve the transportation and congestion and air quality objectives without as much concrete. And the fact is that the alternative that they developed was more cost effective than simply building a traditional road.

This LUTRAC program, helping communities design local initiatives to maximize their infrastructure investment, has found its way into ISTEA.

Yesterday morning, I visited with Federal, State and local officials and local business people in my community dealing with FEMA's Project Impact. And here we found that Oregon's requirement of careful land use planning with local governments actually has made a significant impact in lowering the losses to flood damage. It has resulted in saving Oregon's homeowners and businesses millions of dollars as a result of disaster mitigation.

The TCSP is designed to extend these principles beyond natural disasters to potential manmade disasters of needless loss of farmland, forests, unnecessary traffic congestion, and conflicts between residential, commercial, and industrial uses.

Recently we had a presentation from the director of our State watchdog agency, the Land Conservation and Development Commission, which was set up to enforce and regulate the land use requirements that our Oregon voters have repeatedly supported. He presented the data that I found rather compelling that, in the 20 years that we have had our system, we actually protected an increase of 4 percent more agriculture land in the Willamette Valley in Oregon.

The metropolitan Portland area, although it has increased in population 42 percent, the urbanized area has only increased 20 percent. Unlike what has happened in New York City, where the urbanized area increased eight times more rapidly than the population increase, in Chicago it was 11 times more rapidly urbanization in the population increase, Detroit 13 times.

An even more interesting comparison is we have two fast growing counties in the Portland metropolitan area, one, Washington County, just to the west of the City of Portland, and one to the north in the State of Washington, Clark County. Both have been the fastest growing counties in their States.

Clark County, in Washington, lost 6,000 more acres of farmland than Washington County, even though in Washington County we have increased more than 40,000 more residents than Clark County. Not only that, but the per-farm income actually dropped by 10 percent in Clark County, while in Washington County, with the land use and transportation protections, farm income rose by 30 percent, farm income rising in a county that is the home of Oregon's high-tech industry.

The TCSP program is going to make a difference in localities that do not have the Oregon land use planning framework and it is going to make a huge difference in our community building on that system.

There have been over 500 applications submitted around the country. This week, in Denver, there are people studying at a conference right now how to use the program.

I strongly urge that each Member of Congress look at the applications from their district, understand how they work. These concepts of smart growth can include a number of programs that simply are not going to be funded without having the adequate support from our Congressional representatives. It will in the long run save far more tax dollars than the modest investment in planning; and, most important, it will include our citizens in helping shape impacts on their destiny.