

THE RYDER ELEMENTARY
CHARTER SCHOOL

HON. ILEANA ROS-LEHTINEN

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, August 3, 1999

Ms. ROS-LEHTINEN. Mr. Speaker, Thursday, August 19, will mark the opening of the Ryder Elementary Charter School in my district in Miami, Florida where Ryder System, Inc. will ensure quality education for children of their valued and respected employees. The Ryder Elementary Charter School will be the nation's first "charter school-in-the-workplace."

Children of Ryder employees will be educated at no cost with a unique curriculum designed specifically to ensure success for its students. Providing child care in the mornings before school and in the early evening while parents are still at work, the Ryder Elementary Charter School will enable parents to continue working in order to better provide for their children, all the while knowing that they are safe and among friends who care. By providing these invaluable services to employees and families of the South Florida community, Ryder has set a grand precedent that I hope other American companies and businesses will follow.

This year, the Ryder Elementary Charter School will educate 300 kindergarten through third graders, and will expand to 500 students in kindergarten through fifth grade within the next two years. By initiating this remarkable first of a kind charter school, Ryder has demonstrated a clear commitment to work hard to care for their employees and for their families.

In light of their unselfish dedication to the future of America, I ask my colleagues to join me in congratulating, and thanking Ryder for their fine work.

INTRODUCTION OF THE METRO-
POLITAN WASHINGTON RE-
GIONAL TRANSPORTATION ACT

HON. JAMES P. MORAN

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, August 3, 1999

Mr. MORAN of Virginia. Mr. Speaker, I am pleased to join my House colleague Delegate ELEANOR HOLMES NORTON and Senator CHARLES ROBB today in introducing the "Metropolitan Washington Regional Transportation Act." This legislation will help jump start relief and ease congestion within the metropolitan Washington, DC region.

For more than four years running, we have the second longest average commuting time in the nation. According to the Greater Washington Board of Trade, this increased commuting time and congestion costs each man, woman, and child in the region more than \$1,050 per year in lost time, wasted fuel, and environmental damage. Long commutes and traffic congestion have also become quality of life issues to area residents, robbing many families of the one commodity Washingtonians never seem to have enough of—time.

Some drivers facing a longer commute have even become a safety hazard as they race recklessly to cut a precious few minutes from their daily commute. For those who lack cars,

the distance between employment opportunities and affordable housing has grown more and more difficult to traverse. Our economic prosperity and quality of life hinge on improving our congestion problem.

Unfortunately, as we look to the future the traffic situation only grows worse. Even with the increase in federal funds Virginia, Maryland and DC will receive under legislation re-authorizing federal surface transportation programs, "TEA-21," this region will still fall seriously short of meeting the growing demand for transportation improvements.

For the period of 1990 through 2020, this region can expect both a 43 percent increase in population and 43 percent increase in employment. This growth and increased dependency on the automobile is expected to increase, by 79 percent, the number of vehicle miles traveled in the region by 2020. The Board of Trade estimates that transportation spending is expected to fall short of the region's transportation needs more than \$500 million annually.

Any solution to current and future congestion demands strategic investment in both our road and mass transit system. It demands better land use and planning decisions and better interjurisdictional cooperation. And it also demands that this region come together and raise additional revenue to finance priority transportation projects that will provide immediate congestion relief. It may not be a popular idea, but we have to do more, and we have to do it ourselves. It seems to me, that the only way to ensure that we get 100 percent of the funds we need for our transportation projects is to raise more ourselves and spend it locally.

It is also a process that ensures that the money gets spent where we determine it is needed most. I think the key to public support is identifying a list of priority projects that could be completed on a fast track providing the public with the assurances that their additional tax dollars will buy specific congestion relief. A large number of urban communities have already established a dedicated funding source for their transit systems.

In the past, leaders from this region have shared a vision and worked together successfully to address important transportation needs, through such institutions as the Metropolitan Washington Airports Authority, the Washington Metropolitan Area Transit Authority, and the National Capital Region Transportation Planning Board at the Metropolitan Washington Council of Governments. We need a similar vision to carry us forward another 30 years. The Metropolitan Washington Regional Transportation Act will help us craft this vision.

The legislation we are introducing today has five key elements.

(1) It provides a new option to help the metropolitan Washington region more effectively address its transportation needs;

(2) It empowers the National Capital Region Transportation Planning Board to consult with the metropolitan Washington region jurisdictions and the public to achieve consensus on a list of critical transportation projects and a funding mechanism that is needed to address the growing congestion crisis in the region but cannot be funded within the current and forecasted federal, state and local funding levels for such projects.

(3) It establishes a corporation with the power to accept revenue and issue debt to

provide short-term funding for projects that have been agreed to by the region;

(4) It grants consent to the metropolitan Washington region jurisdictions to enter into an interstate compact or agreement that would help meet the region's long-term transportation needs; and

(5) It provides \$60 million in matching federal grants as an incentive to encourage the creation of the federal corporation.

This legislation provides the framework under which regional transportation needs could be addressed. It requires consultation with state and local officials at every level and in an effort to win state support, the legislation preciously guards state control of both the corporation and the authority through veto power. It does not raise anyone's taxes, but it does provide a mechanism or a "vehicle" through which the local jurisdictions could coordinate and commit future revenues to finance the construction of specific transportation projects that otherwise will not get built or built anytime soon.

The "Metropolitan Washington Regional Transportation Act" gives us a choice and helps start a debate on how we should take control and improve our future transportation system and improve our quality of life. Our failure to act and meet our transportation needs will have a much higher cost. The Board of Trade places the cumulative regional economic losses from the failure to meet our transportation needs in the year 2020 at between \$70.2 billion to \$182 billion. That economic loss includes: a 350 percent of \$345 million increase in shipping costs; \$1.3 billion to \$2.6 billion in higher warehousing and inventory costs; \$1.365 per household, per year, higher consumer costs; and more than \$1,000 per household, per year, in higher personal travel costs.

I note that this legislation is supported by the county chairs and mayors of all eight Northern Virginia jurisdictions, D.C. Mayor Anthony Williams and D.C. City Council, the Greater Washington Board of Trade, and the Alexandria, District of Columbia and Fairfax County Chamber of Commerce.

SPECIAL RECOGNITION TO LEON-
ARD A. HADLEY FOR 40 YEARS
OF SERVICE TO MAYTAG

HON. LEONARD L. BOSWELL

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, August 3, 1999

Mr. BOSWELL. Mr. Speaker, I take this opportunity to give special recognition to Mr. Leonard A. Hadley, for his 40 years of service to Maytag Corporation of Newton, Iowa. I am privileged to represent Iowa's 3rd Congressional District, which is home to Maytag Corporation. I, along with the residents of the 3rd Congressional District, wish to recognize the many valuable contributions made by Mr. Hadley as he enters retirement.

We, in Iowa, are particularly proud of the Maytag Corporation. It is recognized as a worldwide leader in the appliance industry. Mr. Hadley's contributions as Chairman and Chief Executive Officer, since 1992, contributed greatly to that success. The continued emphasis on developing unique, innovative products while maintaining its reputation for quality and

traditional Iowa values makes Leonard A. Hadley's tenure at Maytag Corporation particularly noteworthy.

Mr. Hadley has also distinguished himself through his service on the boards of other leading businesses, indicating his strong commitment to building and maintaining a vibrant business climate in Iowa and the nation. He was recognized within the business community for his dedication and commitment to excellence by being inducted into the Iowa Business Hall of Fame in 1997.

Another important contribution by Leonard A. Hadley was his commitment to education. With education serving as the great equalizer, we must continue enhancing opportunities for our youth to secure a strong education. Mr. Hadley has done just that through his efforts on the Board of Visitors of the University of Iowa College of Business, the Iowa College Foundation and the Board of the University of Iowa Foundation.

I am confident we will continue to hear of many future contributions made by Mr. Hadley in his retirement which will greatly enhance our community, state and nation. I ask my colleagues to join me in offering a hearty congratulations and special recognition to Leonard A. Hadley as he prepares to retire after 40 successful years at Maytag Corporation.

CONGRATULATIONS DAVID BAILEY

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, August 3, 1999

Mr. McINNIS. Mr. Speaker, I would like to take a moment to recognize the career and contributions to small businesses of one of Colorado's esteemed citizens, president and chief operating officer of Norwest Bank Colorado, David E. Bailey. In doing so, I would like to honor this man who, for many years, has exhibited dedication and experience to the banking industry.

Mr. Bailey has recently been honored for his achievements for small businesses. He began his career in 1969 by holding several managerial positions, at Norwest Bank in Denver. He went on to undertake the responsibilities of chairman, president, and CEO of Norwest Banks in Boulder, Greeley, and Fort Collins. At this time he also took responsibility for eight banks in northern Colorado. From there Mr. Bailey was elected chairman of the board and was in charge when the merger of Norwest Colorado, N.A. went into effect. He was then named president of Norwest, Colorado, N.A.

David Bailey has more than proven himself a valuable asset to the business and banking system of Colorado. As a trustee of the Colorado State University Research Foundation, a member of the Denver Rotary and Colorado Concern he has also proven himself as an asset to the community of Colorado in general.

It is with this, Mr. Speaker, that I say thank you to David E. Bailey on his truly exceptional career in the Norwest banking system and for his dedication to small businesses and our community at large. Due to Mr. Bailey's dedicated service, it is clear that Colorado is a better place

FOREIGN OPERATIONS, EXPORT, FINANCING, AND RELATED PROGRAMS APPROPRIATIONS ACT, 2000

SPEECH OF

HON. MARK UDALL

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Monday, August 2, 1999

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2606) making appropriations for foreign operations, export financing, and related programs for the fiscal year ending September 30, 2000, and for other purposes:

Mr. UDALL of Colorado. Mr. Chairman, I rise in opposition to the amendment.

The amendment would cut off funding for the World Heritage Convention and the Man in the Biosphere program. I think this would be a mistake. It could set back important programs for protection of internationally-important cultural, historical, and environmental resources.

It's claimed that these programs are a threat to Congress' authority over federal lands, but in fact they don't lessen that authority. They also don't affect any other part of the Constitution, or any private property rights. Let me repeat—these programs don't have an effect on those rights.

But the amendment would have an effect. It would undermine America's international leadership in environmental conservation and in the protection of historical and cultural resources. So, I think this amendment is bad for our country—and I know it's bad for Colorado.

In Colorado, we have several Biosphere Reserves—areas that are part of the Man in the Biosphere program. One is the Niwot Ridge Research area. Another is Rocky Mountain National Park. This amendment could terminate their participation in the program.

Earlier this year, I asked Professor William Bowman, the Director of the University of Colorado's Mountain Research Station, about the significance of Niwot Ridge's participation in the program.

He explained that having Niwot Ridge in the Biosphere Reserve System had provided a framework for international cooperation in important research efforts, including work with a Biosphere Reserve in the Czech Republic to address air pollution problems—a matter of great importance to Colorado as well as to the Czechs.

He also told me that the Biosphere Reserve program had been helpful to the people at Niwot Ridge as they worked with the Forest Service to develop a land-management plan that would promote multiple use by minimizing conflicts between recreational, scientific, and other uses—again, a matter of great importance to Colorado and other public land states.

I also contacted the National Park Service, to find out what it meant to have Rocky Mountain National Park included as a Biosphere Reserve. They told me that it not only meant more research activities occurred in the park, but also that it meant a significant increase in park visitation—tourism that not only provides important educational benefits for the visitors but also provides important economic benefits to Colorado.

So, ending this program would be bad for Colorado, and something that I can't support. I urge the defeat of the amendment.

FOREIGN OPERATIONS, EXPORT, FINANCING, AND RELATED PROGRAMS APPROPRIATIONS ACT, 2000

SPEECH OF

HON. PATSY T. MINK

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 29, 1999

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2606) making appropriations for foreign operations, export financing, and related programs for the fiscal year ending September 30, 2000, and for other purposes:

Mrs. MINK of Hawaii. Mr. Chairman, I rise to express my support for the Moakley amendment to H.R. 2606, Foreign Operations Appropriations for FY2000.

The Moakley amendment would prohibit funding for the United States Army School of the Americas (SOA) located in Fort Benning, GA—a school which has produced some of the most notorious human rights violators in Latin America. Currently \$20 million of the U.S. taxpayers money goes to train approximately 2,000 Latin American soldiers in military techniques, ostensibly to advance respect for civil authority and human rights.

Supporters of the SOA claim this school is a key foreign policy tool for the U.S. in Latin America and the Caribbean, helping to shape the region's leadership in ways favorable to American interests. They assert that the school has played a constructive role in promoting democracy in Latin America over the last decade; in reducing the flow of illicit drugs to the United States; and in emphasizing respect for human rights and civilian control of the military through their academic curriculum.

In fact, the SOA has repeatedly proven its disregard for human rights and democratic values.

In a school professing to advance democratic values and human rights, only 15 percent of the courses offered relate to these subjects. Less than 10 percent of the student body enroll in these courses. Only 8 percent of students enroll in the counter-narcotics course in any given year. Dozens of those who have taken this course have been tied to drug trafficking.

With the help of courses such as "Methods of Torture" and "Murder 101," the SOA has produced apt pupils. When six Jesuit priests, their housekeeper, and her daughter were murdered on November 16, 1989 in El Salvador, 19 of the 26 implicated in the murders were graduates of the SOA. Two of the three officers responsible for the assassination of pacifist Archbishop Romero went to the SOA. The officer who commanded the massacre of 30 defenseless peasants in the Colombian village of Mampiripán graduated from the SOA.

Panamanian dictator and drug kingpin Manuel Antonio Noriega is one of the SOA's distinguished alumni.

These atrocious examples of terror and violence exhibit the extent to which the SOA has violated human rights and undermined democratic values throughout the Western hemisphere. Clearly, officers who attended SOA