

EXTENSIONS OF REMARKS

INTRODUCING THE DEPARTMENT OF HOMELAND SECURITY FINANCIAL ACCOUNTABILITY ACT

HON. TODD RUSSELL PLATTS

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 24, 2003

Mr. PLATTS. Mr. Speaker, I am pleased to rise today to introduce the Department of Homeland Security Financial Accountability Act.

The purpose of this bill is to ensure that the new Department of Homeland Security is subject to the same financial management and accountability requirements as all other cabinet-level departments. This requires adding the new Department to the list of agencies that are covered by the Chief Financial Officers (CFO) Act of 1990 and making adjustments to provisions of the Homeland Security Act of 2002 to make it consistent with the CFO Act. These changes will put the Department's CFO on the same footing as the CFOs at the rest of the cabinet-level departments by ensuring that the Department's CFO is a presidential appointee subject to Senate confirmation, that the CFO reports directly to the Secretary, and that the CFO is a part of the statutorily created CFO Council.

The CFO Act of 1990 increased federal accountability by enacting much needed financial management reforms. Among the most important of these reforms was the establishment of a new leadership structure for federal financial management within the 24 largest departments and agencies as well as within the Office of Management and Budget. The CFO Act created 24 chief financial officers for the major executive departments and agencies as well as 24 deputy CFOs. The CFOs in the 14 cabinet-level departments, the Environmental Protection Agency, and the National Aeronautics and Space Administration are filled by presidential appointees, confirmed by the Senate. These CFOs serve as the leaders of financial management in these departments and agencies. The Department of Homeland Security, as one of our most important departments, should be in this framework.

The newly created Department of Homeland Security is one of the most significant government reorganizations in the history of the United States. The Department faces the challenge of merging 22 agencies, 17,000 employees, and hundreds of computer systems and management processes. As the Chairman of the Subcommittee on Government Efficiency and Financial Management, I have seen how ineffective strategic planning can result in systemic problems in an agency's financial management. The Department of Defense is a good example of a situation where years of insufficient coordination among business units, improper financial planning, and the use of stove piped information systems has resulted in the inability of the Department to obtain a clean annual financial audit or fully account for the way it spends its budget. No one wishes

to see these same mistakes made at the Department of Homeland Security. That is why it is extremely important to instill solid financial management practices in the Department from its inception through the establishment of a strong CFO that is on equal footing with the other CFOs at cabinet-level departments.

Mr. Speaker, the Department of Homeland Security Financial Accountability Act makes important, common sense changes to the CFO position at the Department of Homeland Security. It is a good government measure that benefits the American taxpayer. I urge my colleagues to join with me in seeking prompt enactment of the bill.

WELL DONE, SPECTRUM

HON. TAMMY BALDWIN

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 24, 2003

Ms. BALDWIN. Mr. Speaker, I rise today to commemorate the accomplishments of the SBC/Ameritech employee group SPECTRUM, which holds its annual dinner August 3 in Milwaukee, Wisconsin.

SPECTRUM has been successful in achieving its goals to provide a supportive, diverse, accepting, and respectful work environment for all employees regardless of sexual orientation. Their work both within and outside of their company has served to improve the perception of SBC within the LGBT community and the community as a whole. SPECTRUM has successfully been able to secure company benefits for domestic partnerships. The group should be commended for its perseverance and ability to work with SBC to come closer to achieving SBC's Diversity Vision.

SPECTRUM has done a fine job of celebrating diversity as well as ensuring that rights and benefits in the workplace are applied equally and without discrimination. Groups that promote diversity and equal rights in the workplace are an important part of promoting tolerance and awareness. Organizations such as SPECTRUM have gone to great lengths to secure equal and fair treatment of employees through equal benefits and fair opportunities regardless of factors such as sexual orientation. Although much more work still needs to be done, SPECTRUM has led the way by working with SBC and its employees to set a wonderful example of what should be accomplished in all workplaces and throughout the entire United States.

PERSONAL EXPLANATION

HON. RON KIND

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 24, 2003

Mr. KIND. Mr. Speaker, on Wednesday July 23, 2003 I was unable to record my vote on

final passage of H.R. 2800, the Foreign Operations Appropriations bill for FY04, and the four recorded votes on amendments immediately preceding. My unfortunate and unavoidable absence was due to the fact that I fell very ill earlier in the evening.

Had I been able to vote I would have voted the following: Rollcall No. 425: "yes," Rollcall No. 426: "yes," Rollcall No. 427: "no," Rollcall No. 428: "yes," and Rollcall No. 429: "yes."

REGARDING TURKEY'S INVASION OF CYPRUS 29 YEARS AGO

HON. CHRISTOPHER H. SMITH

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 24, 2003

Mr. SMITH of New Jersey. Mr. Speaker, twenty-nine years ago—on July 20, 1974—the Republic of Turkey invaded the independent Republic of Cyprus and seized control of more than one third of the island. In 1983, Turkey declared the seized territory to be the "Turkish Republic of Northern Cyprus." For two decades this entity has received diplomatic recognition only from its creator and protector the Republic of Turkey. United Nations observers are deployed, and the 113-mile barbed wire fence known as the "Green Line" continues to divide the island.

The United States has supported efforts by the United Nations to address the continued division. Though not accepted by both sides, the latest plan, the Annan Plan, remains on the table for consideration. Both Greek and Turkish Cypriot leaders have met trying to resolve their differences on this issue.

Over the last several years, the Helsinki Commission, which I chair, has held two briefings focusing on Cyprus. We have heard optimism from some witnesses, and skepticism from others. But the common thread throughout the testimonies has been that Cyprus has been divided too long and must come together to move into the future.

In April, the Green Line was opened to private individuals and groups and their automobiles, and Cypriots flocked across by the thousands into areas denied them for over a generation. Although required to return home each day, families have been able to visit their pre-war homes. In an effort to develop trade between the two areas, the Government of Cyprus announced in June that it would permit Turkish Cypriot trucks carrying goods from the north to cross into the south. The trucks are inspected in accordance with European Union regulations and the laws of the Government of Cyprus Transport Department, which will issue permits to the drivers for the transport of goods, and various fees have been reduced or abolished.

Thus, while we observe the anniversary of a bleak day in the history of Cyprus, we do so in the light of optimism. The people of Cyprus have made clear their desire to overcome the legacy of the past and move toward some

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

sense of normalcy after decades of division. Regrettably, intransigence on the Turkish Cypriot side remains a formidable obstacle to ending the artificial division of Cyprus. We must encourage and support the efforts of open-minded reformers. I am hopeful that negotiations will resume under the auspices of the United Nations Good Offices Mission for Cyprus and that a new generation of Cypriots will have the opportunity to exercise their fundamental freedoms, including freedom of movement, and enjoy economic prosperity in their own land.

METROPOLITAN WASHINGTON
REGIONAL TRANSPORTATION ACT

HON. JAMES P. MORAN

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 24, 2003

Mr. MORAN of Virginia. Mr. Speaker, I am pleased to join my House colleague, Delegate ELEANOR HOLMES NORTON today, in introducing the "Metropolitan Washington Regional Transportation Act."

No one would expect the road system and limited transit service that existed in the 1970s to serve us today. Yet much of the transportation infrastructure in this region was designed and built more than 30 years ago and has already reached the saturation point. A disruption on any single thoroughfare, be it rail or road, can overwhelm other roadways and shut down the entire region. Rush hour conditions in this region are becoming a 24-hour phenomenon. For more than a decade we have suffered some of the worst traffic congestion 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 close to \$1,600 for each rush-hour driver 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 that Virginia, Maryland and DC will receive under legislation reauthorizing 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 a 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 by 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, particularly in light of Northern Virginia's failed attempt to enact a regional sales tax for transportation improvements. I think the key to success, however, is with some healthy Federal incentives that encourage this region to do more.

The legislation I am introducing provides a new option to help the metropolitan Washington region more effectively address its transportation needs. It has seven key elements: it turns the National Capital Region Transportation Planning Board into a regional transportation authority with the power to issue bonds, receive Federal grants and local funds; it directs the new authority to develop a list of critical congestion relief projects that have not been funded under current and forecasted Federal, State, or local transportation plans; it directs the authority within two years to contract out through the States, local governments or the private sector to build the approved list of projects; it allows tolls on interstate highways for the purposes of building more HOV and new HOT lanes; it grants consent to the metropolitan Washington region jurisdictions to enter into an interstate compact or agreement to create a more permanent authority that would help meet the region's long-term transportation needs; it provides \$100 million annually in Federal grants to leverage more State and local funds; and it provides \$5 million annually for expanding the network of non-motorized trails within the region.

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 or \$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.

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 Metro-

politan 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.

JOHN DAVID GARCIA

HON. KEVIN BRADY

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 24, 2003

Mr. BRADY of Texas. Mr. Speaker, I rise to share with you the personal motto of Deputy Constable John David Garcia, a brave law enforcement officer from Magnolia, Texas, who tragically lost his life in the line of duty one week ago today.

"Always do right. This will gratify some, and astonish the rest."

These words were written on the back of a Magnolia Deputy Constable's "officer trading card." What make these words so special are not only the meaning, but also the fact that this officer lived by them each day that he protected and served the people of Texas. Garcia was killed in a tragic car accident, on July 17, 2003 while patrolling just outside the city of Magnolia in Montgomery County, Texas.

Born July 25, 1969, Deputy Garcia was a young officer who began his career in law enforcement in 1997, and had been with Precinct 5 since 1999.

Everyone will remember John David Garcia differently. To some, he will be remembered as one of the finest officers in Constable David Hill's precinct—always giving 110 percent. All of Deputy Garcia's fellow law enforcement officers will remember him as a person who was eager and willing to serve, especially with his service to the Hispanic community in the area.

Most importantly, he is known as a loving husband, father, son, and friend. Deputy Garcia leaves behind his wife, Shannon, and 14-year-old daughter, Patricia. Our thoughts and prayers go out to his family and friends during this time.

Deputy Garcia's dedication and values are reflected in his personal creed and the life that creed embodied.

Mr. Speaker, please join me today in honoring the life and service of Deputy John David Garcia. All residents of Montgomery County, Texas and the 8th Congressional District are grateful for his service and dedication.

IN RECOGNITION OF THE 29TH ANNIVERSARY OF THE TURKISH INVASION OF THE REPUBLIC OF CYPRUS

HON. ROBERT E. ANDREWS

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 24, 2003

Mr. ANDREWS. Mr. Speaker, I rise today in recognition of the 29th anniversary of the Turkish invasion of the Republic of Cyprus, which occurred on July 20, 1974. It is my firm