

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

hope that these Turkish occupying forces, which are still stationed in the northern third of the island, will soon be withdrawn, thus allowing Greek and Turkish Cypriot compatriots to live in peace and unity in the absence of this needless military presence.

For the past 29 years, Cyprus has been a nation divided. Despite the strong desires of Greek Cypriots to return to the homes that they have been barred from since the initial invasion, and the expressed desires of an overwhelming majority of Turkish Cypriots to reunify the island so that all Cypriots can enjoy the benefits of EU membership, the Republic of Cyprus remains torn. There have been recent advancements, such as the signing of the EU Accession Treaty, the partial opening of the Green Line, and the package of measures that was designed and implemented by the Greek Cypriots with the intention of assisting their Turkish-Cypriot neighbors, but none of this has led to the ultimate goal, which is the peaceful reunification of the island. The United Nations, under the leadership of Secretary General Kofi Annan, made a sincere effort at encouraging negotiations between the two sides prior to the signing of the EU Accession Treaty, but the obdurate leader of the Turkish-Cypriots, Rauf Denktash, failed to cooperate. Thus, the division remains.

The failure to reunify the island is certainly not due to a lack of interest shown by the people of Cyprus. Compelled by desires to return to the lands they have been evicted from since the Turkish invasion of 1974, Greek-Cypriots continue to support efforts to reach a settlement through negotiations. Likewise, Turkish-Cypriots have come out in great numbers to demonstrate against their leader's negative approach in hopes of someday reuniting their country and gaining all of the benefits that come with EU membership. Mr. Speaker, I feel that it is vitally important for the United States government to continue its strong support and encouragement of the Cypriot community as they continue their push towards reunification.

I recently introduced a resolution into the House, H. Res. 320, which calls for the immediate withdrawal of the Turkish troops of occupation from the Republic of Cyprus. Given the recent advancements that have been made, I feel that the removal of occupational forces would be an appropriate and meaningful step to continue the momentum towards reunification of the island. With over 30,000 troops currently stationed in Cyprus, the island is one of the most militarized countries in the world, and this is clearly not conducive to peaceful negotiations. I strongly urge each of my colleagues in the House to join me in support of this positive step, and to cosponsor this resolution.

It has been 29 long years since the Republic of Cyprus was first divided by the illegal occupation of Turkish military forces. For 29 years Greek-Cypriots have been barred from the northern portion of their homeland, and Turkish-Cypriots have lived through economic hardships under an illegitimate government. Mr. Speaker, I firmly believe that the time has come for the Republic of Cyprus to be reunified, and I urge my colleagues in the House to join me in support of all efforts towards this end.

IN TRIBUTE TO BERT BOECKMANN

HON. ELTON GALLEGLY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 24, 2003

Mr. GALLEGLY. Mr. Speaker, I rise to pay tribute to Bert Boeckmann, a close friend, who is being honored tonight for his many years of service to the Los Angeles Police Department and a lifetime of service to the community.

Bert Boeckmann proved his business acumen at an early age. He began selling automobiles at Galpin Ford in 1953 and by age 26 was general manager of the company. As vice president in 1960, he began purchasing company stock. Four years later he became president and majority stockholder. By 1968, the buyout was complete. Galpin Motors now employs more than 835 people and includes not only Ford, but also Saturn, Jaguar, Mazda and Volvo dealerships.

Bert also owns, partners or serves as board chairman in a slew of other companies spanning the spectrum from real estate development, to ranching, to mining to communications.

As anyone who has had dealings with one of Bert's companies can tell you, he has built his success on a recipe of moral character and ethical standards that are rewarded at every level. It works. For 30 of the past 34 years, he has been the Number One profitmaker for Ford Motor Company. For the past 11 years, he has ranked Number One nationally in Ford retail car and truck sales. About 87 percent of Galpin's sales are to customers who are either repeat customers, referrals from customers, or heard about the Galpin reputation.

Bert has given equal energy to bettering his community. He set a precedent by being appointed as a Los Angeles Police Department commissioner by three consecutive mayors. In addition to his Police Department service, which spans three decades, he served as a State of California New Motor Vehicle Board director, on the Mayor's Select Blue Ribbon Committee on Budget & Finance, and is president of the Municipal Improvement Corporation of L.A. He donated a major collection of 80,000 volumes of Spanish language books to the University of Southern California, including the complete history of Central and South America, and created an annual endowment to catalog and maintain the collection.

He has served on the executive board of the Boy Scouts of America since 1965, as a director of the San Fernando Valley Business and Professional Association since 1972, and supported Chambers of Commerces, universities and high schools, and many, many more civic, educational, church and business organizations.

Not surprisingly, Bert Boeckmann has won numerous prestigious awards for his business acumen and community service. To highlight only a few: the Jack Webb Award presented by the Los Angeles Police Department Historical Society, the Albert Schweitzer Award from the Hugh O'Brian Youth Leadership Foundation, and the Presidential Citation for Private Sector Initiatives, presented by President Reagan and Vice President Bush at a special Rose Garden Ceremony.

Mr. Speaker, Bert Boeckmann's life and success proves that ethical and moral cap-

italism is not only good business, but benefits everyone in the community. I know my colleagues will join me in paying tribute to Bert Boeckmann and thank him for a lifetime of service.

RECOGNIZING THE MISSION OF
THE DIAGEO IRAQ HUMANITARIAN
AIRLIFT TEAM

HON. JOHN B. LARSON

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 24, 2003

Mr. LARSON of Connecticut. Mr. Speaker, I rise today, to recognize and pay tribute to the effort of the Diageo Iraq Humanitarian Airlift Team, who in four days, covered 12,000 miles, and delivered school supplies, hygienic and food products to the children of Iraq. The Diageo Iraq Humanitarian Airlift, one of the first U.S. corporate humanitarian missions into Iraq, provided 90,000 pounds of aid and supplies to improve the health and lives of thousands of Iraqi children.

As a project endorsed by both U.S. Defense Secretary Donald Rumsfeld and Commanding General Tommy Franks, this team of Diageo employees and Ground Zero Heroes—current and former New York City Firefighters and Policemen who provided emergency services on September 11th—left for Baghdad on June 22, 2003. This humanitarian team flew from New York to Amsterdam, where they loaded a DC-8 cargo transport plane with supplies that included such things as school materials, infant formula, milk powder, rice and sugar. With temperatures exceeding 115 degrees, the cargo plane carrying these supplies touched down at the Baghdad International Airport. In a city mostly without power and water, the Diageo Iraq Humanitarian Airlift volunteers visited among thousands of small children suffering from malnutrition, severe dehydration and other illnesses at the Habibya Children's Hospital and the Pediatric ward, formerly the Saddam Pediatric Hospital. These supplies have not only helped improve the health of these children, but have offered some relief to the many troubled parents who cannot afford the basic needs for their children.

The Diageo Iraq Humanitarian Airlift, marks the second time Diageo has embarked on a humanitarian airlift. In December 2001, New York Fire Department and Police Department officers participated in the Diageo "Ground Zero to Ground Zero" airlift taking food and emergency relief supplies to an orphanage in Kabul, Afghanistan.

Mr. Speaker, I ask that my colleagues join me today in thanking the volunteers of the Diageo Iraq Humanitarian Airlift and Diageo North America, who represent the finest and most compassionate qualities of America.

HONORING THE VILLAGE OF
JUSTICE, ILLINOIS

HON. WILLIAM O. LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 24, 2003

Mr. LIPINSKI. Mr. Speaker, I rise tonight to salute the men and women of Justice, Illinois