

The November 15 attacks struck at Turkey's heart—deliberately—because since the 15th century, it has been a place of peaceful coexistence between Jews and Muslims. By targeting Jews there, the radical Islamic fundamentalists want to send a message: forget history and forget tradition. If you are Jewish, we will target you in any place, at any time. Ironically, and tragically, most of those who lost their lives in this attack were Muslim.

This is hatred, plain and simple. It is anti-Semitic and inhuman. As it destabilizes the Middle East, Asia, and Europe, it threatens our own national security and the security of our closest allies. I know that this Congress and the entire country have the resolve to combat these destructive forces wherever they might reside. I ask my colleagues to join me in mourning with the families of those killed in Istanbul and to stand firm with me as our long and difficult struggle against terrorism continues.

TRIBUTE TO ILLINOIS STATE
SENATOR STAN WEAVER

HON. TIMOTHY V. JOHNSON

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 20, 2003

Mr. JOHNSON of Illinois. I rise today to pay tribute to my friend and mentor, the late Illinois State Senator Stan Weaver. When Senator Weaver passed away last week, aspiring public servants lost a role model. Few people in public life received the respect that he had among his colleagues, friends and constituents. His successful service to the people of east central Illinois began in 1956 when, at the urging of many citizens of Urbana, Illinois, he ran for mayor. He went on to serve one term as a State Representative then 10 terms as a State Senator. Best known for his exemplary service to his constituents and his ceaseless promotion of the University of Illinois, it is estimated that Stan Weaver alone guided over one billion dollars in construction projects to the University over 30 years.

Consistently prevailing in his campaigns for office, he never spent exorbitant amounts of money and rarely gave grand speeches but, instead, with quiet authority and an intimate knowledge of the political process and the inner-workings of government, translated his personable style into an incredible ability to relate with people and get things done.

I am very honored to have had such a close personal relationship with Senator Weaver and I am deeply saddened by the loss of my friend whom I knew and admired for, literally, my entire life.

TRIBUTE TO MARY JEAN STONER

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 20, 2003

Mr. McINNIS. Mr. Speaker, it is my honor to rise and pay tribute to a very special woman from my district. Mary Jean Stoner from Grand Junction, Colorado is known to many as the Grand Valley's favorite candy lady. Mary is retiring this year after 20 years in business and

it is my honor to call her contributions to the attention of this body of Congress and our nation here today.

Mary grew up in Sutherland, Iowa and it was there that she began educating herself in the art of candy making. After graduating from Iowa State University, Mary was able to apply a number of her Home Economics and Art classes to become an expert candy maker. Over time, she became a true master of her trade.

Mary and her candy have been bringing smiles to the faces of Grand Valley residents for many years. The candy that Mary makes is truly amazing. The people of the Grand Valley will be sad to see Mary go. However, they will be glad that she now has more time to visit and catch up with her friends and neighbors.

Mr. Speaker, it is my honor to rise and pay tribute to Mary Jean Stoner. Mary dedicated her professional career to making people happy and it is my honor to call her contributions to the attention of this body of Congress and our nation. Thank you Mary.

HONORING EXERCISE TIGER
FOUNDATION

HON. KENNY C. HULSHOF

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 20, 2003

Mr. HULSHOF. Mr. Speaker, I rise today to honor a distinguished group of Americans. On November 14, 2003 the Exercise Tiger Foundation held its National Adopt a Serviceman Program in Jefferson City. It is essential that we take a moment to remember not only the sacrifice of veterans of Exercise Tiger, but also those men and women currently serving our Nation in the military. Allow me, Mr. Speaker, to take a moment to remind all of us of the story of Exercise Tiger during the Second World War.

Unfortunately, for many people, the words "Exercise Tiger" hold no special significance. Few know of the sacrifice made by so many in late August of 1944. At its outset, Exercise Tiger was one of several training exercises conducted to prepare American and British troops for the upcoming invasion of Normandy. Concentrated on a beach near Dover, England, these operations were meant to prepare the raw recruits for combat, not provide them their first taste of war.

In the calm, early morning hours of April 28, 1944, tragedy struck. As eight Navy landing ships, or LST's, and their lone escort approached their landing area, nine German U-Boats patrolling the English Channel attacked. LST-507 was the first ship to be torpedoed; it quickly caught fire and survivors abandoned ship. Moments later, LST-531 was hit and sank within 6 minutes. The American ships quickly regrouped and returned fire, with LST-289 suffering significant casualties.

In a moment, the green American recruits became battle-tested veterans. Out of a 4,000 man force, nearly one-quarter were either missing or dead. While the heroism of the American troops under heavy enemy fire deserves high praise, the men who participated in Exercise Tiger had a job to do—practice landing operations resumed the very next day, April 29, 1944.

In most cases, the casualty information and details surrounding the mission would have been made public within days or even hours of the attack. With Exercise Tiger, however, this information was not released until after the D-Day invasion. This was necessary to keep the German military from learning about the impending invasion of mainland Europe.

As the world now knows, the allied invasion of Europe on D-Day was a success. Unfortunately, those who helped make D-Day possible have not been properly recognized for their sacrifice. This too, must change. We must take it upon ourselves to ensure that the virtues those who served in Exercise Tiger—courage, humility and steadfast devotion to completing the task at hand—remembered and documented for future generations.

As such, it is only appropriate that the Exercise Tiger Foundation has nominated eight members from various branches of the active and reserve forces as part of the National Adopt a Serviceman Program. This year's honorees are Staff Sergeant Patrick Reed, 1107th AVCAD, Missouri Army Reserve National Guard, Command Sergeant Gary L. Murphy, 139th Security Forces Squadron, U.S. Air National Guard, Master Sergeant Robert A. Jackson, 442nd Fighter Wing, U.S. Air Force Reserve, Staff Sergeant Billy Jack Roberts, 509th Bomb Wing, U.S. Air Force, Petty Officer 2nd Class Yancy Woodard, Staff Sergeant Matthew Beadle, U.S. Marine Corps, Sergeant Dennis Payne, 110th Engineers, Missouri Army Reserve National Guard, and Boatswain's Mate 2nd Class Kristian Sova, U.S. Coast Guard. Without a doubt, their exemplary service to our Nation honors the example of those who came before them.

These individuals certainly deserve our recognition and support as they continue to defend our freedom both here and abroad. We stand united behind them, and united behind the freedom our Nation guarantees. May God continue to bless this Nation as well as all of those men and women who have served in uniform.

THE INTRODUCTION OF THE SURFACE TRANSPORTATION RESEARCH AND DEVELOPMENT ACT OF 2003

HON. VERNON J. EHLERS

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 20, 2003

Mr. EHLERS. Mr. Speaker, today I rise to introduce an important piece of legislation, "The Surface Transportation Research and Development Act of 2003." Our Nation's transportation system faces tremendous challenges. We have more drivers who are driving more miles leading to severe congestion, particularly in many urban areas. An aging infrastructure is putting a strain on State and local transportation budgets, which are tied up in maintaining our existing system, with little, if any, money left for improving the system and planning for the future. And an aging population and changing development patterns that demand an innovative response to ensure the transportation system meets future needs. The public demands safer, less congested roads, and more transportation choices. Considering that we won't have the ability to simply build

more roads to address these challenges, especially in urban areas, we must look at new ways to improve the overall system, to make it safer and more efficient, and to ensure that the system meets future needs.

Fundamental improvements to the entire transportation system depend on high quality surface transportation research. Research can provide the proper tools and information needed to drive solutions. The last time Congress fully examined our Nation's transportation policy was through the debate and passage of the Transportation Equity Act for the 21st Century (better known as TEA-21). While Congress increased funding for overall transportation programs by upwards of 40 percent, funding for transportation research remained relatively flat. I think that lack of investment in research has hurt our ability to meet new challenges. However, simply providing more money for research will not solve our problems. Increased funding must be accompanied by some reforms of the existing research programs.

As Chairman of the House Science Subcommittee on Environment, Technology and Standards, which shares jurisdiction over surface transportation research with the Transportation and Infrastructure Committee, I held a hearing earlier this year to hear from experts on the state of the Federal Government's current surface transportation research program. In addition, we heard from a wide array of interests on how to improve and reform the research program, and the levels at which research should be funded. Based on this input, I am proud to introduce the Surface Transportation Research and Development Act of 2003.

This legislation has three overarching goals: to increase stakeholder input to ensure that the folks who must implement and use the research agree that it is worthwhile and transferable into practice; to create the highest quality research through increased competition and peer-review of all projects; and to ensure greater accountability so that our research supports the goals of our surface transportation system.

More specifically, the bill:

Creates and funds an important research program run by the National Academy of Sciences to address short to medium-term research needs. Research will focus on reducing congestion, renewing existing roads and bridges while minimizing impact to the public, improving safety by reducing crashes, and developing tools for getting more out of our existing highway capacity and assessing future needs. All projects funded by this program will be competitively awarded and peer-reviewed;

Provides needed funds to implement a public-private cooperative environmental research program, with the goal of developing the knowledge, tools, and performance measures that will help us understand the linkage between the environment and the transportation system;

Calls on the U.S. Department of Transportation to take the lead in carrying out fundamental, long-term research to achieve breakthroughs in transportation research;

Increases funding for University Transportation Centers and ensures greater competition among universities which seek to become transportation research centers;

Reforms and increases the responsiveness of the Bureau of Transportation Statistics to

the needs of the transportation community; and

Provides States with additional resources to better train and educate the transportation workforce.

This legislation will significantly, yet prudently, increase funding for transportation research starting at \$500 million a year in fiscal year 2004 for Federal research programs and gradually rising to \$850 million a year by 2009. These funding levels are based on an overall level of \$375 billion for the comprehensive six-year surface transportation reauthorization advocated by the House Transportation and Infrastructure Committee, which I support. I believe my approach ensures that our transportation research is well planned, peer-reviewed, properly funded, and evaluated and will go a long way to help solve the many challenges facing our Nation's transportation system.

I look forward to working with my colleagues on the Science and Transportation and Infrastructure Committees, the U.S. Department of Transportation, State transportation departments, and all other interested stakeholders as this legislation and the overall reauthorization of TEA-21 progress.

TRIBUTE TO ROBIN GARVIN

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 20, 2003

Mr. McINNIS. Mr. Speaker, it is my honor to rise and pay tribute to a remarkable woman from my district. Robin Garvin has dedicated her life in service of the children of the Roaring Fork Valley. It is my honor to pay tribute to her contributions here today.

Robin recently announced her retirement from the Roaring Fork School District's RE-1 Board of Education. Robin was an outstanding member of the Board for eight years and spent the last half of her tenure serving as the Board's President.

Robin approached her position with the best interests of children in mind. Her term was defined by a tireless commitment to providing the students of the Roaring Fork Valley with the best possible education. The Roaring Fork Valley is undoubtedly a better place as the result of Robin's service.

Mr. Speaker, I am honored to bring Robin Garvin's contributions to the attention of this body of Congress and our nation. Robin has managed to devote herself to bettering the Roaring Fork Valley's system of education while happily acting as a devoted mother, wife and friend. I am proud to join the citizens of the Roaring Fork Valley in thanking Robin for her service.

THANK YOU TO SCARLET TREU

HON. GARY G. MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 20, 2003

Mr. GARY G. MILLER of California. Mr. Speaker, it is with great pride and personal interest that I rise to commend Mrs. Scarlet Treu of Hacienda Heights, California.

Since my election to Congress in 1999, Scarlet has served as my Senior Advisory for Asian-American issues in my congressional district. Her knowledge and insight into this important constituency has served me well. Unfortunately, after five years of service, she has decided to retire from congressional politics. Not only has she been an excellent employee, but she has also become a close personal friend.

Scarlet's life history is one of inspiration and admiration. Born in Taipei, Taiwan her family was forced to flee from China due to the repressive Communist Regime, Scarlet was able to complete her education at the prestigious Ming Chuang College and earned a degree in business administration. Upon graduation, she went on to serve as the original and founding member of the marketing department for Chase Manhattan Bank's Taipei branch. Immigrating to the United States in 1976, she went to work as an immigration section supervisor and then as a civil litigation specialist for two respected law firms in southern California.

Scarlet met her loving husband, Rolf Treu, in 1977 and they set out to establish two law offices before he was appointed to a State judgeship in 1995. Rolf and Scarlet have two wonderful children, Jacqueline and Eric.

Aside from her many children-related activities, Scarlet has focused on the needs of her community as well. For many years she has been supportive of and actively engaged in the Hacienda Heights Improvement Association Board, LA County Supervisor Don Knabe's Art Award, the Colima-Hacienda Women's Club, the Hacienda Heights Chinese-American Parents Advisory Board, and various Republican Party political appointments. She also formed my Business Advisory Board which has provided me with a forum to work with community leaders on issues important to their industries.

In 2001, Scarlet co-chaired a successful \$221 million bond campaign for Mt. San Antonio College that will benefit future generations of students.

Mr. Speaker, I want to thank Scarlet for her years of service, hard work and personal sacrifices on my behalf.

IN HONOR OF DONNA TERESA, THE 2003 ANNE RICHARDSON READING IS FUNDAMENTAL VOLUNTEER OF THE YEAR

HON. SAM FARR

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 20, 2003

Mr. FARR. Mr. Speaker, I rise today to commemorate Donna Teresa, a compassionate and devoted member of the children's literacy community. In recognition of her activism, Ms. Teresa has been selected by Reading is Fundamental, as the Western representative for the "2003 Anne Richardson Reading is Fundamental Volunteer of the Year." For over six years, Ms. Teresa has worked tirelessly to develop and improve literacy programs at Henry F. Kammann School. In this effort, she has truly embodied the spirit of volunteerism and empathy that is attributed to the distinguished few who receive this award.

In her position as the school librarian, Ms. Teresa has restored the wonder and excitement that reading can provide to our Nation's