

just two years after the Union City Police Department was formed. For the first six years of his career, Jim worked as a regular beat officer handling calls for service. During this time, he also worked in the Traffic Section and as a detective in the Investigations Section.

In 1974, Jim was promoted to the rank of Police Sergeant and was assigned to the Patrol Division as a Watch Commander. He was the first director of the Youth Services Bureau. He also supervised the Investigations and Juvenile Sections. Jim's many assignments have included supervision of the Reserve Police Officer Program, the Prisoner Transportation Section, and the Crime Scene Technicians.

During his long tenure at the Union City Police Department, Jim worked for every Chief of Police the department has had, and is one of the first Police Officers to retire.

Each year, members of the Union City Police Officer's Association vote one outstanding officer as Officer of the Year. In 1996, the honor was awarded to Sergeant James Suk. It was an appropriate recognition for a career of exemplary performance.

James genuinely cares about the people with whom he works. He has taken many new officers under his wing and help guide them in their careers. He is well respected by both his peers and the officers he supervises.

The city will be honoring Sergeant Suk at a retirement dinner on August 20, 1999. I would like to join them in applauding his hard work and dedication. He has a fine record of accomplishments and is an inspiring example of citizenship. I wish Sergeant Suk the best in all his future endeavors.

#### OLD JICARILLA ADMINISTRATIVE SITE

SPEECH OF

#### HON. TOM UDALL

OF NEW MEXICO

IN THE HOUSE OF REPRESENTATIVES

*Monday, August 2, 1999*

Mr. UDALL of New Mexico. Mr. Speaker, H.R. 695 would direct the Secretary of the Interior to convey approximately twenty acres of real property and improvements at an abandoned and surplus ranger station administrative site in San Juan County, New Mexico to San Juan College in Farmington, New Mexico. The Forest Service has determined that the "Old Jicarilla Site," as the site is known, is of no further use because the Forest Service moved its operations to a new administrative facility in Bloomfield, New Mexico several years ago. In fact, the site has been unoccupied for several years.

The College would pay for all lands to be conveyed in accordance with the Recreation and Public Purposes Act and would use the site for educational and recreational purposes. In the event that the land ceases to be used for such purposes, they would revert to the United States.

According to Dr. James C. Henderson, President of San Juan College, "San Juan College has grown to be the fourth largest college in New Mexico. The college serves the people of the Northwest quadrant of the state in numerous ways [by] providing business and industrial training, life-long learning opportunities, and various academic and technical degree programs." The transfer of the "Old

Jicarilla Site" to San Juan College to better serve the surrounding community by offering new programs that meet the needs of that community. In addition, the facilities would be available to other civic organizations such as the Scouts and the Boys and Girls Club.

This legislation creates a situation in which the federal government, the State of New Mexico, the people of San Juan County, and most importantly, the students and faculty of San Juan College all benefit. I would like to thank Dr. Henderson, Ms. Marjorie Black, Executive Assistant to the President, and the Staff of San Juan College, the Forest Service and the Bureau of Land Management for their hard work directed towards making this transfer a reality. In addition, I would like to thank Representative WILSON for her support as well as my New Mexico colleagues in the Senate; Senator BINGAMAN, and in particular, Senator DOMENICI for beginning this effort in the last Congress and for continuing his efforts again this Congress.

#### FOR THE RELIEF OF GLOBAL EXPLORATION AND DEVELOPMENT CORPORATION, KERR—McGEE CORPORATION, AND KERR—McGEE CHEMICAL, LLC

SPEECH OF

#### HON. MARK GREEN

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

*Monday, August 2, 1999*

Mr. GREEN of Wisconsin. Mr. Speaker, I rise today to encourage my colleagues to join me in supporting the passage of S. 606.

Among other matters already discussed, S. 606 authorizes the U.S. government to finally make good on a \$32 million court settlement with the Menominee Indian Tribe in my district. The history of this settlement can be traced to 1954, when the federal government terminated the tribe's federal trust status and the Bureau of Indian Affairs grossly mismanaged many of the tribe's assets.

In 1967, the tribe filed a lawsuit in federal court challenging this termination and seeking damages. After decades of litigation, in 1993 Congress passed a congressional reference directing the U.S. Claims Court to determine what damages, if any, were owed to the tribe.

In August of last year, more than three decades after the initial suit was filed, the tribe finally settled its claim against the federal government for \$32 million.

As the members of this House are aware, Congress must authorize the payment of this court settlement before any U.S. funds can be released. The court has done its job and the tribe has waited long enough. Now it is time for Congress to do its job and agree to this settlement.

S. 606 passed the Senate by unanimous consent and I am not aware of any opposition to this measure in this House.

I would like to thank Mr. MCCOLLUM for his help and leadership on moving this legislation forward.

I also applaud Senator KOHL for his many years of work on this issue. I have enjoyed the opportunity to partner with him to bring this matter to a close.

Finally, I would also like to thank Menominee Chairman Apesanahkwat for his willing-

ness to work with me to ensure these funds won't be used to take any land off the tax rolls. These dollars will only be used to improve education, health care and economic opportunities for the tribe and the areas surrounding the reservation.

Again, I encourage all of my colleagues to help me bring to an end a decades-long legal struggle and also provide much-needed financial assistance to one of the most impoverished areas of my Congressional District.

#### HONORING NEW BELGIUM BREWERY

#### HON. BOB SCHAFFER

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, August 3, 1999*

Mr. SCHAFFER. Mr. Speaker, I rise today to honor a unique entrepreneurial enterprise in the Fourth Congressional District of Colorado, The New Belgium Brewing Company of Fort Collins. Recently I visited the brewery and saw firsthand the innovation that is the key to this successful company. Employees participate, manage, and run the business providing a stimulating and diversified job experience, and a competitive, first-rate product.

Mr. Speaker, the New Belgium Brewery recently received the distinguished honor of the 1999 Ernst & Young Rock Mountain Entrepreneur of the Year Award in the manufacturing category, and also won the "emerging entrepreneur" category in the past. Their output increased 31 percent in 1998, maintaining their prominence within the competitive market of micro brewers.

I hereby commend the success of this outstanding Colorado entrepreneurial company, New Belgium Brewing Company of Fort Collins, Colorado.

#### RECOGNIZING KEVIN ANDERSON OF GODFREY, ILLINOIS

#### HON. JOHN SHIMKUS

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, August 3, 1999*

Mr. SHIMKUS. Mr. Speaker, I would like to take this time to recognize the artistic talent possessed by Kevin Anderson of Godfrey, Illinois. Kevin's painting of a red woodpecker has been chosen as one of the ten pieces to be featured in the Illinois Audubon Society's Wildlife Art Challenge exhibit which will be on display at shopping centers, libraries, and other locations throughout the state this year.

Kevin, the son of Sam and Myra Anderson, is a second grade student at Lewis and Clark School. Kevin is the youngest of the 10 pupils whose artwork is included in the Audubon Society display. When Kevin was asked about his painting he responded, "The woodpecker is one of my favorites. I like its bright red head." It is great to see our youth take interest in our local wildlife. It is very important to educate our young people to appreciate wildlife so that it can be enjoyed for future generations.

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