

provide orientation from the student-trustees. Some student reps may begin their terms without any training. They will just attend their first meeting, not understanding the meeting procedures, nor jurisdictions, nor their own rules, rights and responsibilities. Then they will spend their first month learning how the board operates, and only be able to play a more meaningful role towards the end of term.

My other concern is that student reps be excluded from the debate and compromise that it is a part of decisionmaking. Many student reps that feel their participation in the decision-making process is limited to their formal role during public meetings. They feel that their input is not sought out formally when the trustees discuss issues and seek support for their positions.

As long as these two issues do not become a concern, school boards will become more efficient with a student representative.

JAMIE WALBRIDGE REGARDING GRADUATED
LICENSE

JAMIE WALBRIDGE. The issue that we, the teens of the community of Barre, are raising today is the new graduated driver's license. This is an issue that has been raised among many households, and we feel it should be raised once again to the Vermont legislators. We feel the graduated driver's license law has many faults that affect the young teens as well as their families.

The effect of this law on families in our community is that the teens who have recently gotten their license and fall under this law are restricted from bringing even their siblings to school. There are some schools in Vermont, such as Spaulding, that do not provide a bussing system, forcing parents to go when one of the children is already going. Parents still have to be present when their child and a group of friends car-pool to any sort of event.

In the next few years, all teenagers will be under this law. Therefore, no one can car-pool, and there will be more cars on the road. With more cars on the road, the chance of getting into an accident will increase, as well as an increase in pollution going into the air. Here at Spaulding High School, parking is already a major issue. Students are having trouble finding a parking spot, and that's with approximately half the drivers under the law. Can you imagine the parking problems when every student has their own car?

Another problem we found with the graduated license is that Vermont's restrictions are more harsh and for a longer period of time than most other states that have issued the law, as well. In Vermont the law states that we have our permits for a year, then have passenger restrictions for six months. The first three months of having your license include the following restrictions: By yourself, or if there are other people in the car with you, you need to have a licensed driver of 25 years of age or older. For the second three months of your license, you can only have immediate family with you. In Wyoming, teens have their permits for ten days, and no restrictions when they get their license. Do you think that those teens are ready to drive at all? Kansas, Montana, Nevada, Oklahoma, and Alabama have no restrictions at all.

When we were researching this law, we called the Department of Motor Vehicles to get statistics, and we were told that nothing could be released because they could not prove that the graduated license was the reason for the decrease in teenage driving fatalities.

Another problem with the law is that police officers are not even familiar with the

graduated license. To us, this seems very unorganized. I was pulled over for having a light out, and I got an \$80 ticket for having passengers in my car. I am grandfathered from the law, but I had no proof to show the officer. I contested the ticket and got it voided, but it was a big hassle for no reason.

We don't think that every aspect of this law is negative or bad. We agree one hundred percent that, without having our permit for a full year, we would not be ready to face the responsibilities and the unexpected problems of the open road. Our solution to this problem is to shorten the restrictions after getting your license, shorten it from six months to two or three months. We don't want to completely abandon the whole law.

We think that, with all these restrictions on driving, that it has taken away the fun of being 16 and having your license. When you are a little kid, there are three birthdays that you look forward to: When you are 15, you get your permit. At 16, you get your license and can drive around with your friends. At 18, you are officially an adult. The excitement and freedom of turning 16 feels like it is being taken away.

ON PRESIDENT BUSH'S CUBA
POLICY

HON. CHRISTOPHER H. SMITH

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Monday, May 20, 2002

Mr. SMITH of New Jersey. Mr. Speaker, I rise today to support President Bush's policy on Cuba. The Bush Initiative, which says the United States will work with Cuba once Fidel Castro takes concrete measures to improve the abysmal human rights situation and lack of freedoms granted to his people, is the correct course for us to take.

The Bush policy clearly places the ball in Castro's court. Unlike comments made by former President Jimmy Carter last week, the Bush policy recognizes that Castro is a dictator who represses his people and that he, therefore, must take the first steps if he is serious about normalizing ties to the U.S.

I concur completely with the President that Castro must free his political prisoners, legalize political activity, permit free elections, and cease discriminating against Cuban workers before Congress can begin to even consider lifting the economic embargo. Until the Cuban people are free, trade and other favorable relations with Cuba will not help the people. Rather, it will enrich and empower Castro and his cronies so they can maintain an iron clasp on freedom.

Until Castro makes a lasting commitment to freedom, the U.S. cannot engage in activity that would prop him up

LEHIGH VALLEY HERO—LEHIGH
VALLEY REGIONAL TEAM DUI
TASK FORCE

HON. PATRICK J. TOOMEY

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Monday, May 20, 2002

Mr. TOOMEY. Mr. Speaker, today I would like to share my Report from Pennsylvania for my colleagues and the American people.

All across Pennsylvania's 15th Congressional District there are some amazing people

who do good things to make our communities a better place. These are individuals of all ages who truly make a difference and help others. I like to call these individuals Lehigh Valley Heroes for their good deeds and efforts.

Today I would like to recognize the Lehigh Valley Regional Team DUI Task Force. This organization has truly made a difference in their community.

The most recent statistics from 2000 show 1,520 people died in traffic crashes in Pennsylvania. One-third of those were alcohol related and many involved teenagers. Obviously this is an alarming statistic.

The purpose of Team DUI is to reduce these alcohol-related traffic crashes, fatalities and injuries related to seatbelt non-use, speeding and impaired driving among the youth of Allentown, Bethlehem and Easton. Recently, the Lehigh Valley Regional Team DUI received a two-year, \$250,000 grant from the National Highway Traffic Safety Administration to educate area teenagers on the dangers of mixing alcohol with driving. Team DUI will use the money for educational programs, public awareness activities and law enforcement.

Team DUI is determined to do what they can to curb this dangerous and deadly phenomenon and therefore they are Lehigh Valley Heroes in my book.

Mr. Speaker, this concludes my Report from Pennsylvania.

IN RECOGNITION OF CAPTAIN
CHARLES BULLOCK

HON. KEN BENTSEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Monday, May 20, 2002

Mr. BENTSEN. Mr. Speaker, I rise to honor Captain Charles Bullock, upon the occasion of his retirement from the Houston Police Department (HPD). On May 21, 2002, the HPD Fondren Storefront Citizens Advisory Council will join his friends and family in honoring him at the Chancellor's Family Center located in Houston, Texas.

Originally from the small town of Shepherd, Captain Bullock possesses an undying love for the State of Texas. He graduated from Allen High School in 1954, before receiving his undergraduate degree from the University of Houston. He served the Nation for four years in the United States Air Force before being honorably discharged. In 1959, Captain Bullock entered HPD's Police Academy and soon after was sworn in as an officer. As a result of his hard work and devotion to the city of Houston, Captain Bullock was promoted to the rank of Captain on October 9, 1976.

Throughout his tenure at the Houston Police Department, Captain Bullock has maintained a stellar record, which reflects his commitment and dedication to serving both the Houston community and its police department. While working in the Emergency Communications Dispatch Division, he was instrumental in implementing the Computer Aided Dispatch (CAD) system, which has helped emergency operators respond efficiently to crisis situations.

Captain Bullock's exemplary model of community activism has earned him the respect