

Through the years, he directed offices of Catholic Charities in Springfield and Dayton, OH before directing the Archdiocesan Offices of Catholic Charities. On June 2, 1984 Pope John Paul II appointed Bishop Garland to the Episcopacy and then, on July 25, 1984, ordained him Titular Bishop of Garriana and Auxiliary to the Archbishop of Cincinnati. At the Archdiocese of Cincinnati, he directed the Archdiocesan Departments of Community Services and Pastoral Services.

It was not until November 11, 1992 that Marquette, MI was blessed with the wisdom and guidance of James H. Garland when he was installed as the eleventh Bishop of the Diocese of Marquette. Since that time, Bishop Garland has served on the Administrative Committee and Board of the United States Conference of Catholic Bishops. From November 1992 to November 1995 he also served as Chairman of the United States Catholic Conference Committee for the Campaign for Human Development. From November 1995 to November 1997 he served as the Chairperson of the Bishops of the Region VI of the National Conference of Catholic Bishops.

During his time as Bishop of the Diocese of Marquette, Bishop Garland also began the Legacy of Faith to raise \$10 million toward the Diocese's endowment campaign. To accomplish such a feat, he recruited the Bishop's Ambassadors to help achieve the objective of allowing future generations the opportunity to experience all that the tradition of faith has to offer. Among the many wonderful causes this campaign has aided, it has benefited Catholic schools and the Upper Peninsula Catholic Social Services. My wife Laurie and I have proudly served as Ambassadors humbly assisting with this valiant effort.

Throughout his nearly 50 years of ministry, Bishop Garland has touched many lives and bestowed many lessons of faith. Although Bishop Garland is retiring, he will continue to help people and serve his faith. He plans to stay in Marquette to remain involved with the church. When called upon, he looks forward to substituting for local priests and celebrating confirmations.

Mr. Speaker, I ask the U.S. House of Representatives to join me in thanking Bishop James H. Garland for his service to the Diocese of Marquette, to the Holy Catholic Church and his tireless dedication to the value of education and involvement in his faith community. Beyond the incredible credentials, leadership roles and accomplishments that span his lifetime, Bishop Garland has shown unwavering commitment to the people he has served. He has truly done God's work through his teachings and as a role model for parishioners.

REMEMBERING JACK HERRITY OF  
FAIRFAX COUNTY, VIRGINIA

HON. FRANK R. WOLF

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 16, 2006

Mr. WOLF. Mr. Speaker, it is an honor for Mr. TOM DAVIS of Virginia and I to remember the Honorable John F. "Jack" Herrity, former chairman of the Fairfax County, Virginia, Board of Supervisors, who passed away on February 1. If anyone is worthy of the title "Mr. Fairfax," Jack Herrity is that person.

A driven leader during his time with the Fairfax County Board, Jack was the guiding force in setting the firm foundation for a growing and developing Fairfax County. His leadership brought us the Fairfax County Parkway, Interstate 66 inside the Beltway and the Dulles Access Road. The Virginia General Assembly aptly named the Fairfax County Parkway in his honor in 1995.

After attending Georgetown University as an undergraduate and as a law student, Jack formed Jack Herrity and Associates, a pension planning and insurance business. But public service was Jack's forte. He quickly became engaged in northern Virginia politics, serving on the Fairfax County Board of Supervisors from 1971 to 1987. He was elected chairman of the board in 1975 and served three terms. He recognized the potential of Fairfax County to become the largest jurisdiction in the Washington area and helped develop the once sleepy rural crossroads, Tysons Corner, into the thriving commercial district it is today.

Jack Herrity carved a place which is now and will forever be unmatched in Fairfax County history. We honor and remember Jack for his countless accomplishments and unwavering dedication to the people of Fairfax County. We insert for the RECORD a Washington Post obituary from February 2. Jack will be deeply missed by the people of Fairfax County, and at home by his family.

[From the Washington Post, Feb. 2, 2006]

(By Lisa Rein and Peter Baker)

John F. "Jack" Herrity, the former chairman of the Fairfax Board of Supervisors who ushered in a development boom that transformed the county from sleepy bedroom community to suburban colossus, died yesterday of heart failure. He was 74.

Herrity, whose scrappy battle with a weak heart first endeared him to Fairfax voters in the 1970s, succumbed to an aortic aneurysm at Inova Fairfax Hospital, where he was admitted two weeks ago with chest pain. He had a heart transplant 12 years ago.

In his heyday, Herrity dominated Northern Virginia politics as few others have, commanding attention with his pugnacious style and unabashedly pro-growth policies. His was a classic rise-and-fall political story—from his landslide victories as the Fairfax economy soared to unprecedented heights to his crushing defeat in 1987 when the onslaught of new cars finally overwhelmed county roads and voter patience.

Herrity was engaged in county affairs until the end. From his hospital bed last week, he was asking former aides to help run his likely campaign for board chairman next year, a race he lost in 2003 in a Republican primary. He was busy fighting plans to extend Metro-rail to Dulles International Airport, saying the expense could not be justified. And, in an about-face some local politicians saw as cynical, he had joined in recent months with grass-roots activists—and the woman who defeated him, slow-growth Democrat Audrey Moore—to fight dense development planned for the county's last slivers of open space. He was at meetings almost every night.

"To Jack's credit, if he had a difference of opinion [with the county's leadership], he never sat on his hands," Eric Lundberg, the Fairfax GOP chairman, said. "He was willing to engage in the battle."

Herrity could be seen most mornings in a floppy wide-brimmed hat walking his black Labrador retriever, Raven, on the W & OD trail near his Vienna home, where he lived with his wife, JoAnn Spevacek-Herrity. They married in November.

"He's a piece of our history," said Board Chairman Gerald E. Connolly (D), who or-

dered county flags flown at half-staff yesterday. "He was a political adversary, but he would do it more often than not with a certain twinkle in his eye. It was more the love of the fight than the substance of the moment."

Herrity was the fourth person to serve as countywide chairman but the first to hold the job for a full term, let alone three. He defined the role as a quasi-mayoral position even though it has no real executive power.

He played a major role in building what was commonly referred to as the economic engine of Virginia. By fostering a super-heated business environment, he helped lure Fortune 500 companies such as what was then known as the Mobil Corp. to Fairfax and convert a suburban crossroads called Tysons Corner into a commercial center larger than downtown Miami.

"Instead of jobs going out of the county," Herrity wanted jobs to stay in the county, Northern Virginia developer John T. "Til" Hazel said.

During this period of growth under Herrity, more than 1,000 people moved into Fairfax every month. The county grew into the largest jurisdiction in the Washington area. From Herrity's first election as chairman in 1975 to his ouster in 1987, the county's population jumped by more than a third, from 554,500 to 746,600—surpassing most U.S. cities and even several states. Today, more than 1 million people live in Fairfax.

He was an advocate for improving the county's road network and pushed to widen Interstate 66 inside the Capital Beltway. He first opposed, then campaigned hard for a major new road cutting through the county's midsection.

The General Assembly named the Fairfax County Parkway in his honor in 1995.

It was his quick-witted, never-say-die brand of politics that earned him a loyal following during a crucial transition period in Fairfax history.

With his burly build, balding pate and ever-present U.S. flag lapel pin, Herrity became a familiar figure in political and civic circles. Known simply as Jack, he criss-crossed the 399-square-mile county almost every day in search of any gathering of two or more people, often driving so fast that he collected a glove compartment full of speeding tickets that became legendary.

Throughout his tenure, Herrity was notorious for his penchant for the outrageous, shoot-from-the-hip statements.

When county officials were thinking about building a major government center, he suggested that they instead "build a circus tent and put the bureaucrats in it." He called Metro, which opened while he was in office, a "Mighty Expensive Transportation Rip Off."

His tart tongue extended to his rivals as well. In 1987, he derided Moore as a gadfly with so little support on the board that, if she made the motion, she "couldn't get a second to go to the bathroom." Four years later, he dismissed Rep. Thomas M. Davis III (R-Fairfax) as a "left-wing liberal" whose support from a taxpayers group was "like the chicken endorsing the fox." His relationships with both had softened in recent years.

Herrity saw no reason to apologize for his close alliance with the region's powerful developers, who he said had helped create a quality of life envied across the country—high-paying jobs, good schools, low crime.

But his ties to the real estate industry became his political undoing.

His 1986 conviction on a misdemeanor conflict-of-interest charge for failing to disclose a relationship with a builder only cemented Herrity's public image as a handmaiden of developers. By then, voter support for the breakneck pace of construction had dissolved amid maddening traffic gridlock. He

suffered a major indignity in 1987 when he lost his prized office to Moore by more than 21 percentage points.

He never fully accepted defeat. Years later, his address in his telephone book was still the county government headquarters.

"This was Jack's life," Davis recalled. "When he was defeated he couldn't move on to something else. He was a doer. He could never sit still."

The comeback Herrity methodically plotted collapsed in 1991 when he lost the GOP nomination for chairman to Davis, his one-time protegee, who also handpicked a Republican to run against him in the 2003 primary for board chairman. Since his departure from elective politics, Herrity also failed at bids for Virginia governor in 2001 and county GOP chairman in 2004.

Born in Arlington, reared in Prince George's County and educated at St. Anthony's High School in the District (now All Saints High School), John Frances Herrity was the product of a working-class Irish Catholic family of elevator mechanics, union leaders and loyal Democrats. He spent much of his youth hustling on the basketball court.

After high school and a tour in the Coast Guard, the rambunctious young Herrity settled down to his studies at Georgetown University, where he earned undergraduate and law degrees and met his first wife.

After marrying in 1958, he eventually went into the insurance business, where he worked as a consultant after his return to the private sector.

It did not take long for Herrity to jump into local civic affairs. He soon formed a homeowners association and became the local Democratic precinct captain. But like many Democrats in his era, he became alienated with his party's lurch to the left and switched to the GOP just in time for his first run for office—that of Springfield District supervisor in 1971.

HONORING CURTIS DANIEL "DAN"  
REAGAN

HON. JOHN ABNEY CULBERSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, February 16, 2006*

Mr. CULBERSON. Mr. Speaker, I rise today to honor Curtis Daniel "Dan" Reagan of Austin, Texas. Dan Reagan has been a champion for quality transportation and his leadership, knowledge, and vision have helped improve the safety and reliability of the Texas transportation system.

Dan Reagan began his career with the Federal Highway Administration (FHWA), then the Bureau of Public Roads (BPR), on June 12, 1967 following his graduation from the University of Texas at Austin. He spent almost 3 years in the BPR Highway Engineer Training Program, learning all phases of organizational responsibility and honing his engineering and management skills in Point Reyes, California; Olympia, Washington; Payson, Arizona; Washington, D.C.; Tallahassee, Florida; Ft. Worth, Texas; and Austin, Texas. Mr. Reagan then held numerous positions in Baton Rouge, Louisiana, and Montgomery, Alabama, including Assistant Area Engineer, Area Engineer, Assistant Planning Engineer, Planning Engineer, and Research Engineer. While stationed in Baton Rouge, Mr. Reagan attended graduate school at Louisiana State University, taking classes in Transportation Engineering.

In June 1981, Mr. Reagan was assigned to the former FHWA Region One Office in Albany, New York, where he held several positions, including Director of Planning, Director of Planning and Program Development, and Deputy Regional Administrator. As the Deputy, he was responsible for all aspects of the Federal-aid Program in the eight Northeast States, the Commonwealth of Puerto Rico, and the Territory of the U.S. Virgin Islands. Then from October 1994 to July 1995, Dan became the Acting Regional Administrator.

On February 4, 1996, Dan Reagan was appointed the Federal Highway Administration's Division Administrator for Texas. With a staff of 50 employees, he was responsible for delivering the second largest Federal-aid Program in the Nation and implementing FHWA's National Strategic Plan throughout Texas, in partnership with the Texas Department of Transportation. While serving as the Texas Division Administrator, Dan Reagan established the FHWA's first International Programs Engineer position for the entire Texas border, created a forum known as the Texas Environmental Resource Stewards that brings together the leaders of state and federal agencies impacting transportation to resolve issues in advance, and paved the way for such landmark public-private partnerships as TTC-35, TTC-69, and the Central Texas Turnpike Project.

Mr. Speaker, I am very proud to honor and thank Dan Reagan and his family, on the occasion of his retirement, for a lifelong professional commitment of service to the traveling public. I wish Dan Reagan much happiness and good health in the years to come.

PAYING TRIBUTE TO MARCI  
BERKA REIMERS

HON. JON C. PORTER

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, February 16, 2006*

Mr. PORTER. Mr. Speaker, I rise today to honor the life of my good friend, Marci Berka Reimers.

Marci was born on May 21, 1957 at Crawford County Hospital in Denison, IA. She was the second of four children born to Marvin and Donna Berka. Marci had two sisters and a brother named Randy, who I am proud to call my best friend.

After graduating from Humboldt Community High School in 1975, Marci married Brian Reimers on November 29 of that same year. As a young couple they lived in Maryville, MO while Brian attended Northwest Missouri State University. Marci worked in retail while Brian was in college. In 1977, Brian accepted a teaching position at Riceville, IA and they lived in that community for two years. In 1979 they moved to Ogden, IA where Marci was instrumental in helping her husband build a first-time wrestling program for that community. Brian has been a teacher, coach, and athletic director at Ogden High School for 26 years, and he will be inducted in the Iowa High School Wrestling Hall of Fame this month. Marci and Brian were blessed with two sons, Luke and Seth.

Luke was born November 7, 1978. He graduated from Simpson College in Indianola, IA. He and his wife Kara, who live in Waukee, IA, gave Marci and Brian the gift of a grand-

daughter on February 10, 2005. Ella Grace has been the joy of her grandmother's eyes.

Seth was born April 18, 1982. He graduated from Northwest Missouri State University in 2004. While attending NWMSU he was in Army ROTC and received the George C. Marshall ROTC award in 2004. Following graduation, Seth became a U.S. Army Ranger and is currently a 2nd Lieutenant stationed at Fort Drum, NY where he is awaiting deployment to Iraq sometime this year.

Marci was Vice President of City State Bank in Ogden, IA where she was employed for 26 years. She was also a real estate loan officer. In addition, Marci served as treasurer for the Ogden Scholarship & Loan Foundation, which is a private loan foundation providing over one-half million dollars in scholarships to Ogden community members.

Mr. Speaker, Marci was a role model and mentor for many children and adults in Ogden. She served as an advisor, friend, and pillar of support to people of all ages. She was loved for her kind spirit, her strong sense of patriotism, and her ability to clearly live her life based on the principles of respect and dignity for others. Marci worked side-by-side with Brian to build one of the most successful wrestling programs in the state of Iowa. She worked hand-in-hand with Ogden parents and athletes to promote the true spirit of athletics and helped shape many young athletes into responsible American citizens.

Education held a high priority in her life and she encouraged many young men and women to further their education and make a difference in the world. A scholarship has been established in her honor for one young woman each year through the Board of Directors at City State Bank. Marci was an active member of Zion Lutheran Church in Ogden, IA, where she taught Sunday school and served on numerous church committees throughout her life. Her faith in God was remarkable and she demonstrated a life example for all those she touched.

Mr. Speaker, as one of two boys, I always considered Marci the little sister I never had, and regarded her as a member of my own family.

HONORING ARMY SPEC. SERGIO  
ANTONIO MERCEDES SAEZ

HON. CHARLES B. RANGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Thursday, February 16, 2006*

Mr. RANGEL. Mr. Speaker, I rise today to honor Army Spec. Sergio Antonio Mercedes Saez, a 23 year old soldier who lost his life on Sunday, February 5th in Iraq. He leaves behind a grieving family and a legacy of service and sacrifice of which our community is proud.

Mr. Mercedes, born in Puerto Rico, split his childhood between New York's Washington Heights and his parents' native Dominican Republic before enlisting in the military three years ago. He was serving his second tour of duty, assigned to the 2nd Battalion, 502nd Infantry Regiment, 2nd Brigade Combat Team, 101st Airborne Division, when the vehicle that he was riding accidentally rolled over in a canal.

Like so many of our young people, Mr. Mercedes was full of hopes and dreams, not only