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 put increased 31 percent in 1998, maintaining their prominence within the competitive market for 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 with a 24 hour. 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 METROPOLITAN WASHINGTON REGIONAL 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 also have 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 recently authorizing federal surface transportation programs, “TEA-21,” this region will still fail 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 expenditures is expected to fall short of the region’s projected 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 transportation 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 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 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.

As we move toward interplay regional cooperation and 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 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 LEONARD 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 traditional Iowa values makes Leonard A. Hadley’s tenure at Maytag Corporation particularly noteworthy.

Mr. Hadley has also distinguished himself through his service on the boards of other leading businesses, indicating his strong commitment to building and maintaining a vibrant business climate in Iowa and the nation. He was recognized within the business community for his dedication and commitment to excellence by being inducted into the Iowa Business Hall of Fame in 1997.

Another important contribution by Leonard A. Hadley was his commitment to education. With education serving as the great equalizer, we must continue enhancing opportunities for our youth to secure a strong education. Mr. Hadley has done just that through his efforts on the Board of Visitors of the University of Iowa College of Business, the Iowa College Foundation and the Board of the University of Iowa Foundation.

I am confident we will continue to hear of many future contributions made by Mr. Hadley in his retirement which will greatly enhance our community, state and nation. I ask my colleagues to join me in offering a hearty congratulations and special recognition to Leonard A. Hadley as he prepares to retire after 40 successful years at Maytag Corporation.

CONGRATULATIONS DAVID BAILEY

HON. SCOTT McINNIS
OF COLORADO
IN THE HOUSE OF REPRESENTATIVES
Tuesday, August 3, 1999

Mr. McINNIS. Mr. Speaker, I would like to take a moment to recognize the career and contributions to small businesses of one of Colorado’s esteemed citizens, president and chief operating officer of Norwest Bank Colorado, David E. Bailey. In doing so, I would like to honor this man who, for many years, has exhibited dedication and experience to the banking industry.

Mr. Bailey has recently been honored for his achievements for small businesses. He began his career in 1969 by holding several managerial positions, at Norwest Bank in Denver. He went on to undertake the responsibilities of chairman, president, and CEO of Norwest Banks in Boulder, Greeley, and Fort Collins. At this time he also took responsibility for eight banks in northern Colorado. From there Mr. Bailey was elected chairman of the board and was in charge when the merger of Norwest Colorado, N.A. went into effect. He was then named president of Norwest, Colorado, N.A.

David Bailey has more than proven himself a valuable asset to the business and banking system of Colorado. As a trustee of the Colorado State University Research Foundation, a member of the Denver Rotary and Colorado Concern he has also proven himself as an asset to the community of Colorado in general.

It is with this, Mr. Speaker, that I say thank you to David E. Bailey on his truly exceptional career in the Norwest banking system and for his dedication to small businesses and our community at large. Due to Mr. Bailey’s dedicated service, it is clear that Colorado is a better place.