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.

HON. JOHN SHIMKUS
OF ILLINOIS
IN THE HOUSE OF REPRESENTATIVES
Tuesday, August 3, 1999

RECOGNIZING KEVIN ANDERSON
OF GODFREY, ILLINOIS

Mr. SHIMKUS. Mr. Speaker, I visited the brewery and saw firsthand the incredible success of the New Belgium Brewing Company of Fort Collins, Colorado. Recently I visited the brewery and saw firsthand the incredible success of the New Belgium Brewing Company of Fort Collins, Colorado. 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.

HON. JOHN SHIMKUS
OF ILLINOIS
IN THE HOUSE OF REPRESENTATIVES
Tuesday, August 3, 1999

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 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 authorizing federal surface transportation programs, “TEA-21,” this region will still face seriously short of meeting the growing demand for transportation improvements.

For the period of 1990 through 2020, this region will expand 600,000 jobs, and 43 percent increase in population and 43 percent increase in employment. This growth and increased demand 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 future transportation needs by 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 increase 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 we spend is spent where 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 Washington Board of Trade, 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.

Would the legislation authorize the Metropolitan Washington region to enter into a regional transportation agreement and use federal funds to provide short-term funding for projects that have been agreed to by the region?