

was a passionate advocate for transit. He not only designed and directed over \$37 billion in federal mass transit investments throughout the country—but never forgot that leadership begins by example and used public transportation himself to get to work and in traveling in communities around America. Mr. Linton came to Maryland on numerous occasions to support mass transit projects and improvements—projects such as the Baltimore Light Rail system; regional transit, such as the MARC commuter rail system; small town and rural systems to connect citizens in our rural areas to jobs, health care, education. He has done this in Maryland and he has done this in every state across the Nation.

Mr. Linton has exemplified a steadfast commitment to public service and public transportation. He is the longest-serving head of the Federal transit program since it was enacted in 1961. Before coming to Washington, Mr. Linton served as a member of the Pennsylvania House of Representatives in Pennsylvania where he was instrumental in passage of the Commonwealth's first dedicated source of funding for transit and Pennsylvania's seat belt legislation. I am pleased to say that through his work as a Pennsylvania legislator and through his sincere, skillful shepherding of the Federal transit assistance program, Mr. Linton has proven his commitment to improve mobility, invest in our future and make America more livable for all Americans.

Mr. President, I know that every one of us whose constituents have benefited from Gordon J. Linton's leadership of our Federal Transit programs wish him well.●

#### TRIBUTE TO GARY W. PURYEAR

● Mr. SMITH of New Hampshire. Mr. President, I rise today to honor Gary W. Puryear of the 94th Regional Support Command, for his leadership and vision in creating one of the most comprehensive development and land exchange projects in support of the soldiers, sailors, and marines in the United States Armed Services.

Mr. Puryear established himself as a leader while developing a state-of-the-art home and training center for twenty-one units of the United States Army, Navy, and Marine Corps Reserve in Manchester. He spearheaded this innovative program, assisting the Department of the Army in saving over \$2.5 million dollars in repair and maintenance costs. His efforts also saved the Navy over \$350,000 per year in lease costs, and fostered the expansion goals of both the Manchester Airport and Saint Anselm College.

Mr. Puryear also actively worked to publicize the Army Reserve's Modular Design System (MDS), highlighting its cost effectiveness and speed, and subse-

quently reaffirming the importance of pursuing a process of multiple and mutual success.

Mr. Puryear's efforts largely contributed to creating this state-of-the-art training center. As a result, 1,091 soldiers now occupy the center as a residence and a training site. The center itself indirectly helped expand the Manchester Airport as a vital shipping and transportation link by freeing up prime development space for airport related activities.

Gary Puryear has proven himself an innovative leader who is committed to the United States Armed Forces, and the community as a whole. He has assisted in saving the taxpayers thousands of dollars annually, enhancing the readiness of our armed forces, and solidifying a long-term military presence in Manchester and Londonderry. It is an honor to represent him in the United States Senate.●

#### TRIBUTE TO MARK ALDRICH, TRUSTED ADVISOR AND FRIEND

● Mr. SMITH of New Hampshire. Mr. President, I rise today to pay tribute to Mark Aldrich on the occasion of his retirement, on November 30th, from the United States Senate after 20 years of service.

For the past nine years, Mark has served as my State Director, confidant and community leader. Mark also served my predecessor, Senator Gordon Humphrey, as a loyal and dedicated staff member for more than a decade.

Over the years, I have had the pleasure to travel thousands of miles with Mark, through the Great North Woods, the covered bridges of Orford and Cornish, and the scenic mountains of the Monadnock Region. Mark and I drove in his old Cadillac \* \* \* sharing stories and helping the people of New Hampshire.

Together we worked to secure federal funding for the expansion of the Manchester Airport, the newly completed Reserve Center in Londonderry, the Portsmouth Naval Shipyard, the development of the Pease Air Force Base and so many other important projects that have helped to fuel the New Hampshire economy. Mark should take great pride in his many fine accomplishments, especially in promoting economic vitality in the North Country and throughout the state. I know that the many businesses and communities he helped will miss him, as I will.

Mark is the kind of leader that we all aspire to become. He mixed humor with guidance, making each of his fellow staff members feel comfortable while sharing his advice and expertise. He energized the office allowing for greater productivity and a fierce sense of loyalty.

As Mark embarks on this new journey, I wish he and Connie every happiness life has to offer. I know he will

enjoy his leisure time with Jonathan exploring the trails of the White Mountains and I am sure his coaching skills will continue to flourish as he cheers on Molly and her teammates at Concord High. And the engagements with his band "Souled Out" will continue to experience success. I hope Mark will enjoy this poem by New Hampshire poet, Robert Frost.

The woods are lovely, dark and deep.  
But I have promises to keep,  
And miles to go before I sleep.  
And miles to go before I sleep.

Mark, it has truly been an honor to call you my friend. It is a pleasure to represent you in the United States Senate.

I wish you God speed and good luck in your future endeavors.●

#### COMMEMORATING THE FIFTH AN- NIVERSARY OF THE SHOOTING OF SAN FRANCISCO POLICE OF- FICER JAMES GUELFF

● Mrs. FEINSTEIN. Mr. President, I rise today to pay tribute to San Francisco Police Officer James Guelff on the fifth anniversary of his death in the line of duty.

This coming Saturday, the City of San Francisco will honor Officer Guelff by having his name enshrined at the corner of Pine and Franklin in San Francisco where he was slain on November 13, 1994.

Responding to a distress call, Officer Guelff, stationed at Northern Police Station, reached the crime scene and was immediately fired upon by a suspect shielded by body armor and armed with an AK 223, an Uzi, two semi-automatic pistols, and thousands of rounds of ammunition. In an attempt to defend himself, Officer Guelff returned fire but his police issue revolver could not penetrate the gunman's kevlar vest and bulletproof helmet. Officer Guelff was killed under the barrage of the assailant's bullets as he attempted to reload his revolver.

Officer James Guelff bravely faced an assailant with defensive armor and firepower no police officer should ever confront. In response to his death, his relatives and fellow officers embarked on a national campaign to restrict felons' access to body armor.

This incident helped raise awareness of the unacceptable risks officers face on the street when they encounter gunmen with equal or better defensive protection. The bottom line is that criminals who use body armor have a deadly offensive weapon.

It is a tribute to the memory of Office James Guelff and a tribute to the persistence and dedication of his family and fellow officers that California passed legislation restricting the use of body armor by felons.

Earlier this year, I introduced the James Guelff Body Armor Act of 1999 to enact Federal regulations on body