

SABO and the rest of the Committee for including \$20,200,000 to help complete the SW Corridor project, which opens for revenue service this July. In addition, I appreciate the Committee's support for our new SE Corridor extension, which received an earmark for \$3,000,000. These funds are derived from the Federal Transit Administration's Capital Investment Grants program which finances transit new starts projects.

Transportation is a key issue in the First Congressional District of the State of Colorado. I am proud that Denver's light rail and multi-modal corridors are a growing local success story and that the efforts of the Colorado delegation to win support for these projects have been fruitful. The SW Corridor project will be completed in the coming months with this year's appropriation of the final federal installment of its full funding grant agreement. The new SE Corridor multi-modal project, combining highway and light rail elements, is anticipated to complete all the steps necessary to receive a full funding grant agreement as early as this year.

I have supported a robust FY 2001 appropriation of \$63,000,000 for the SE Corridor project. As I mentioned, the bill before us contains just \$3,000,000 for the new corridor, which I hope will grow as the bill progresses through the many steps of the congressional appropriations process. This request, while large, is amply justified because Denver residents have voted overwhelmingly—66 percent supported the initiative—on last year's ballot issue to approve local funding for this multi-modal approach to improving Denver's transportation system. Their support has been strong because our needs are strong.

The rapidly growing transit needs in the Denver region are clear. The Regional Transportation District (RTD) provides public transit service to over 2 million residents of the six counties and 41 municipalities in its 2,400 square mile district—one of the nation's largest transit districts. RTD's fleet of 933 buses and 17 light rail vehicles carried over 74 million passengers in 1999, its thirteenth consecutive year of increased ridership.

The RTD has continued its progress in developing rapid transit by extending construction of light rail from the successful Central Corridor light rail line to the SW Corridor. The 8.7 mile SW Corridor light rail extension will serve three major activity centers: the Denver central business district, a regional retail and commercial center in Englewood, and the Littleton Central Business District.

Not only has Denver RTD demonstrated a strong commitment to keep the SW Corridor project on schedule by advancing its own local funds, but it also has a proven record of building light rail projects. Through its efficient handling of the construction of its existing Central Corridor line, and now the SW Corridor line, RTD has demonstrated its ability to successfully manage light rail projects. Building on this experience, RTD together with the Colorado Department of Transportation (CDOT) are now poised to implement the SE multi-modal project. This project will include 19 miles of light rail line which will run alongside Interstate 25 (for 15 miles) from Broadway in Denver to Lincoln Avenue in Douglas County and within the median of I-255 (for miles) from I-25 to Parker Road.

EXTENSIONS OF REMARKS

The SE Corridor connects the two largest employment centers in the region—the Denver Central Business District and the SE business district, together these two employment centers account for 18 percent of the metro region's employment. The SE Corridor project is a joint effort of four agencies (for which inter-agency agreements are already in place): The Federal Transit Administration; the Federal Highway Administration; the CDOT; and the RTD. These agencies working together in a "One Dot" approach will insure the efficient delivery of this project.

In conclusion, completion of our SW Corridor light rail project is vital to our region's ability to meet the challenges of rapid growth responsibly. Moving ahead quickly with the multi-modal SE Corridor will demonstrate the federal government's support for communities that are willing to invest in cost-effective transportation solutions to traffic congestion.

Mr. Chairman, I support this bill and I thank the Committee for the critical funding it contains for transportation needs in my district.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2001

SPEECH OF

HON. ADAM SMITH

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 4475) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes.

Mr. SMITH of Washington. Mr. Chairman, I stand in support of the FY01 Transportation Appropriations bill, and in strong support of the funds allocated for Washington State's Sound Transit Program. The funding provided in this legislation will help Sound Transit deliver a regional high-capacity transit system to the citizens of urban King, Pierce and Snohomish counties.

As anyone who has traveled to my home state knows, bad traffic is the one thing that can make even the beautiful Puget Sound area seem less inviting. In fact, the Central Puget Sound Region has the 4th worst traffic in the country. It is estimated that bottlenecks on both the highways and on the train tracks costs our local economy billions of dollars every year. That's why this investment in our infrastructure is so crucial. The Sound Transit system—which employs a combination of commuter rail, electric light rail, HOV Expressways, and regional express bus service—will go a long way toward relieving congestion and, importantly, improving quality of life for citizens throughout the Puget Sound.

On behalf of the citizens of my district, I also want to thank the Chair, the Ranking Member and the Members of the committee for their support of Sound Transit. This program will truly be one of the crown jewels of America's public system and I'm proud to stand in support of this program.

May 22, 2000

MAY SCHOOL OF THE MONTH

HON. CAROLYN MCCARTHY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mrs. MCCARTHY of New York. Mr. Speaker, I have named W. Tresper Clarke Middle School in Westbury as the School of the Month in the Fourth Congressional District for May 2000. It was one of 34 middle schools and 32 high schools to be named a National Service-Learning Leader School, and will be honored by the White House in June.

I want to congratulate the Clarke Middle School community on receiving this national honor, Nassau has noticed the difference Clarke students make in our community as a result of their education. They deserve recognition on a national level, not just on a local one.

Ivy Diton is the Principal of Clarke, and Dr. Robert Dillon is the Superintendent of Schools in the East Meadow School District. The school teaches children in grades six through eight.

The educational initiative of service-learning is on the rise in the United States. More and more schools are beginning to incorporate community service into standard subjects. Clarke Middle School was recently recognized as one of 34 middle schools in the nation who have shown excellence in service-learning. Clarke was the only school selected from the Long Island-New York City geographical area.

The pre-teen and teen years are crucial for our kids. We know how capable they are, and Clarke Middle School has used this to teach their students the importance of giving back to our community. They are sending future generations of Long Islanders into their adult world as better citizens.

Service-learning is the term Clarke and other schools use to describe their way of teaching. It involves a healthy combination of academics and community service, and is based on the joint efforts of teachers and students to make a difference. Students benefit from this approach because standard course material is supported by lessons of civic responsibility. By teaching teens the importance of volunteering and helping others, they learn invaluable lessons that will strengthen our communities.

One hundred percent of Clarke's student body and faculty participate in service-learning. Ten subjects, including English, science, math, social studies, music, and art, feature a blend of community service and normal academics.

Clarke teachers have noticed a significant increase in their students' discipline, academic performance, and level of responsibility. They have become more involved in the Long Island community by mentoring elementary school students, reading to preschool children, and teaching senior citizens about computers.

There are so many opportunities for our teens to get involved in the community. Everyone can use some help now and then. Whoever Clarke students are helping, they are giving something back to Long Island, to the people that have helped them before or need help now.