

We will be facing significant budget restraints in the reauthorization TEA-21 over the next 6 years, and for that reason I believe it is critical to look at ways to maximize our existing transportation assets. One important way we can do this in the realm of public transportation is by connecting the public transportation modes better so that they provide a more accessible and attractive transportation alternative. Public transportation, including intercity bus, intercity rail, local mass transit, and rural transit, serve thousands of communities nationwide, but they are rarely linked together in common facilities and with consolidated travel information. The Intermodal Transportation Act will provide for these missing intermodal connections.

This bill will create a new competitive grant program for intermodal transportation centers, which will provide incentives for states and communities to develop intermodal facilities. These intermodal centers will tie together all public transportation modes in convenient locations, giving public transportation users the ability to make seamless intercity and local trips from origin to destination. Across the country, very little has been invested in intermodal facilities linking the modes of affordable public transportation that the American people rely on everyday. ITA provides benefits to all public transportation riders through dedicated funding for these vital intermodal transportation terminals.

ITA will also create a National Public Transportation Information System so that with one call or website visit, a user can get information on schedules, fares, and locations for the intercity and local transportation services that she will need to make a trip.

ITA also increases funding so that customers using wheelchairs have better access to the intermodal system, thus allowing a mobility-impaired passenger to get on an intercity bus with a wheelchair lift and make accessible connections throughout the country.

In addition to creating a seamless intermodal transportation system, the cost-effective programs in ITA will produce new employment opportunities. These will include not only the construction and operating jobs directly related to the projects, but also new jobs created by the economic development produced by new intermodal transportation hubs in urban areas and through the connections we develop between rural communities and the national airway system.

With a total cost of around \$150 million annually, the Intermodal Transportation Act will create a fully integrated public transportation network throughout the country while also linking hundreds, if not thousands, of rural communities to airports and creating economic development opportunities and new jobs across the country.

I am pleased to introduce these important intermodal proposals with significant bipartisan support. I would especially like to thank JO ANN EMERSON and MICHAEL BURGESS for their strong support of this legislation. I would also like to thank the other original co-sponsors of this legislation: ED CASE, MARTIN FROST, MAJOR OWENS, SHEILA JACKSON-LEE, ELEANOR HOLMES-NORTON, RICHARD BAKER, BETTY MCCOLLUM, and JUANITA MILLENDER-MCDONALD. We will work with our fellow colleagues to see that this bill is included in the reauthorization of TEA-21.

HONORING THE SERVICE OF MS.
JOYCE WILLIAMS

HON. JAMES P. MORAN

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 20, 2003

Mr. MORAN of Virginia. Mr. Speaker, I rise today to honor Ms. Joyce Williams upon her retirement after 37 years of service in the federal government. During her accomplished career, Ms. Williams distinguished herself by aggressively taking on every task assigned and assuming the many associated responsibilities. She consistently exhibited willingness to work as a team player and assumed leadership responsibilities for the good of the Agency.

Beginning her career as a Procurement Clerk at the Defense General Supply Center in Richmond, Virginia, Ms. Williams steadily rose through the ranks till she assumed her current position as Chief of Congressional Affairs Office at the Defense Logistics Agency (DLA). During her tenure as Chief, Ms. Williams innumerable responsibilities included, but were not limited to, managing the liaison operations between DLA and Capitol Hill, monitoring the day-to-day operations of the Congressional Affairs Team, and overseeing the Congressional Hearings process.

On January 26, 2001, the Defense Logistics Agency Headquarters Complex at Fort Belvoir, Virginia, was officially named the Defense Logistics Agency Andrew T. McNamara Complex, a tribute to the Agency's first Director, Lieutenant General Andrew T. McNamara, (Retired). Ms. Williams worked many long hours in conjunction with myself and my staff to enable a special exception to existing law. Buildings on military installations are traditionally named for distinguished individuals, but only posthumously. Due to Ms. Williams diligence, I was able to include language in the fiscal year 2001 National Defense Authorization Act that made the name change.

Throughout her career, Joyce has been rewarded and recognized for her exceptional abilities and sustained the highest level of performance receiving numerous, and letters of appreciation. Joyce's achievements over the course of her 37 year career have been of the quality and level that are clearly deserving of the DLA Distinguished Career Service Award. Mr. Speaker, it is my pleasure to pay tribute to Ms. Williams' lifetime of distinguished service.

INTRODUCTION OF A HOUSE CONCURRENT RESOLUTION URGING INCREASED FEDERAL FUNDING FOR JUVENILE (TYPE 1) DIABETES RESEARCH

HON. GENE GREEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 20, 2003

Mr. GREEN of Texas. Mr. Speaker, I rise today to reintroduce legislation which urges Congress to increase federal funding for Type 1 diabetes, also known as juvenile diabetes.

Type 1 diabetes is a devastating illness that affects over 1 million Americans, many of whom are diagnosed as children. This serious

disease robs children of their innocence and independence, and burdens its victims with a lifetime of finger-sticks, shots, and fear of dreaded complications. Even with a strict regimen of insulin injections, blood-glucose monitoring, diet and exercise, people with Type 1 diabetes are at severe risk for blindness, kidney failure, amputations, heart disease and stroke.

The burden of diabetes is felt by all Americans. Americans spend \$105 billion each year on the direct and indirect costs of this disease. One of every four Medicare dollars is spent on beneficiaries with diabetes, and one in ten health care dollars overall are spent on individuals with this disease.

There is great promise that a cure for Type 1 can be found in the near future. Advancements in genetic research, transplantation and immunology, and research into potential vaccines all hold the potential to eliminate Type 1 diabetes. But if we are to find a cure, we in Congress must find the money to pay for it.

The Diabetes Research Working Group (DRWG), a Congressional appointed panel of experts in diabetes research, issued a report in 1999 that indicates the need for a significant increase in diabetes research. The DRWG recommended a \$4.1 billion increase for diabetes research over a five year period. Congress must heed this report. This legislation I am introducing today recognizes the particular burden of Type 1 diabetes, and the need to follow the recommendations of the DRWG.

Mr. Speaker, full funding for diabetes research will help eradicate this devastating illness, save billions of health care dollars, and end the unnecessary suffering of millions of Americans.

During the previous Congress, this legislation was passed by unanimous consent, but with the pending budget fight and potential cuts to the NIH budget, it is imperative that the Congress raise its voice in support of finding a cure for Type 1 diabetes. I urge all of my colleagues to join me in our fight against this disease.

BANKRUPTCY ABUSE PREVENTION
AND CONSUMER PROTECTION
ACT OF 2003

SPEECH OF

HON. CAROLYN B. MALONEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 19, 2003

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 975) to amend title II of the United States Code, and for other purposes:

Mrs. MALONEY. Mr. Chairman, it is with great regret that I come to the floor in opposition to this bankruptcy bill, H.R. 975.

Last year, I voted for this legislation when it came to the House floor when we had reached a deal with strong legislators on the other side of the aisle, Representative HYDE and Senator HATCH.

Unfortunately, the bill that we are voting on today lacks a critically important provision which would prevent perpetrators of abortion clinic violence from filing for bankruptcy and then avoid paying the fines and penalties assessed against them as a result of their illegal activity.