

CONGRATULATIONS TO SENIOR
AIRMAN ANDRE L. WALKER

HON. IKE SKELTON

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Friday, May 22, 1998

Mr. SKELTON. Mr. Speaker, it is an honor for me to bring to the attention of the House of Representatives and the American public the distinguished honor of a fellow Missourian. Senior Airman Andre L. Walker, of St. Louis, was recently chosen as the Air National Guard Airman of the Year.

Senior Airman Andre L. Walker is a Satcom/Wideband Communications Specialist assigned to the 239th Combat Communications Squadron as a TRC-170 tactical communications terminal crew member, Missouri Air National Guard Base, Lambert Field, St. Louis, Missouri. He is 31 years old and was born in St. Louis, Missouri. He attended McCluer Senior High School and was a member of the school football team and the Future Business Leaders of America (FBLA).

After graduation from high school, Airman Walker was locally employed while attending S. Louis Community College's Florissant Valley and Forest Park campuses. He graduated with honors from Forest Park Community College with an Associate of Arts degree in Business Administration. He then went on to continue his education at the University of Missouri, St. Louis campus.

In July 1995 Airman Walker enlisted in the Missouri Air National Guard, and was sent to Basic Military Training in September of the same year. He was selected as flight leader (Dorm Chief) and his flight had the overall highest score in intrasquadron competition. After completing BMT, Airman Walker attended Satcom/Wideband Specialist Training at Keesler AFB, Mississippi, where he was a student leader and member of the drill team in his squadron.

After graduating from technical school, he volunteered to assist a Civil Engineering squadron install fiber optics lines on Spangdahlem Air Base, Spangdahlem, Germany. Airman Walker was recognized as an outstanding performer for his efforts during the project. In August 1996 Airman Walker volunteered to serve in Riyadh, Saudi Arabia, in support of Operation Southern Watch. He received an Air Force Commendation Medal for his performance there.

Airman Walker returned home in January 1997 and assisted the 131st Fighter Wing in its Mobility Warehouse Reorganization Project in which he and his team completed the task in eighty percent of its estimated time. His team received recognition for its Superior Performance. He subsequently served as an augmentee for the 107th Air Control Squadron during their Operational Readiness Exercise, and afterward he returned to the Middle East for a second tour. Upon his return home in June 1997 he assisted his squadron in preparing for their upcoming Operational Readiness Exercise until August 1997. After the August Operational Readiness Exercise, he was recognized as a Superior Performer by his squadron for his efforts during the Operational Readiness Exercise. Airman Walker subsequently returned to Phoenix, Arizona, in Sep-

tember to assist the 107th Air Control Squadron in their Operational Readiness Inspection. While there, he and two others discovered and extinguished a brush fire on the Fort Huachuca Army Base, preventing potential injury to military personnel and equipment. Airman Walker was again recommended for the Air Force Commendation medal for his efforts there, confirmation of his decoration is pending.

His military awards include the Air Force Commendation Medal, National Defense Service Medal, Joint Forces Expeditionary Medal, and Air Force Overseas Short Ribbon.

Mr. Speaker, I am certain that the Members of the House will join me in congratulating Andre L. Walker as the Air National Guard's Airman of the Year.

FLOOR STATEMENT ON THE INTRODUCTION OF THE METROPOLITAN WASHINGTON REGIONAL TRANSPORTATION ACT

HON. JAMES P. MORAN

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 22, 1998

Mr. MORAN of Virginia. Mr. Speaker, today I am introducing the "Metropolitan Washington Regional Transportation Act" with my colleague, Senator CHUCK ROBB, to address the traffic congestion problems within the metropolitan Washington D.C. region. We now 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 \$800 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. Last year's tragedies on I-95 and the George Washington Parkway are still fresh on everyone's mind. 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 increase in federal funds Virginia will receive under legislation reauthorizing federal surface transportation programs, this region will still fall 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 spending is expected to fall short of the

region's 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 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. Federal and state taxes levied on our citizens will always take a "haircut" on before spending any of the balance back in this region. It seems to me, that the only way to ensure that we get 100 percent of funds we need is to raise more ourselves and spend them locally. It is also a process that ensures that the money gets 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 successfully together to address important transportation needs, through such institutions as the Metropolitan Washington Airports Authority, the Washington 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 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 are 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.

This legislation provides a framework under which a 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 "vessel" 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 or \$345 million 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.

Mr. Speaker, this region has a choice. I am optimistic that when given the facts and the various options our citizens and elected officials will take control of our emerging transportation crisis and make the right choice.

I am including with my statement a copy of a letter supporting this legislation that was received from the county chairs and mayors of all eight Northern Virginia jurisdictions. This letter reflects a commitment local leaders have made to let this debate go forward and make some tough decisions. I applaud their leadership.

I would also like to express my appreciation to Fairfax City Mayor John Mason and the Metropolitan Washington Council of Government for generating critical local support and thoughtful counsel on crafting this proposal.

Hon. CHARLES C. ROBB,
U.S. Senate, Washington, DC.

Hon. JAMES P. MORAN,
U.S. House of Representatives, Washington, DC.

DEAR SENATOR ROBB AND MR. MORAN: We, the mayors and chairs of the Northern Virginia cities and counties, appreciate and support legislation you are preparing to introduce that is designed to help meet this region's critical transportation needs through improved coordination, cooperation and additional funding. We believe the approach outlined in the *Metropolitan Washington Regional Transportation Act* will provide a mechanism to address the serious shortfall in funding for transportation infrastructure needs in the metropolitan Washington region.

The Washington region is unique. We are the only metropolitan area in which multiple states and a Federal district are engaged in addressing transportation issues. As noted in your discussion draft for the proposed Act, it is in the Nation's interest that the region have a transportation system that is supportive of the Federal interest in having an efficient and effective regional transportation system, as well as our role in being an international tourist attraction (some 20,000,000 visitors today; anticipated to be 40,000,000 in 20 years).

Your proposed legislation touches on the two key elements that are needed to stimulate additional funding in the Washington region—a "mechanism" that can receive and distribute funds as well as upfront funding from the Congress that will "prime the pump." We are clear that the proposed "mechanism" does not have independent taxing authority.

We, the elected leaders of Northern Virginia's cities and counties, appreciate your efforts on the region's behalf. We encourage and strongly support your initiative.

With warm personal regards,

Yours sincerely,

Mayor, City of Alexandria, Mayor, City of Fairfax, Mayor, City of Falls Church, Mayor, City of Manassas, Chairman, Arlington County Board, Chairman, Fairfax County Board of Supervisors, Chairman, Loudoun County Board of Supervisors, Chairman, Prince William Board of County Supervisors.

U.S. SHOULD INVESTIGATE GEN. PINOCHET'S ROLE IN U.S. ASSASSINATION

HON. GEORGE MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 22, 1998

Mr. MILLER of California. Mr. Speaker, I commend to my colleagues the attached op-ed printed in the Los Angeles Times on May 17, 1998, concerning U.S.-Chile relations.

One of the worst acts of state sponsored terrorism took place right here in Washington, D.C. on September 21, 1976. A bomb was placed under the car of Orlando Letelier, a Chilean exile and former Chilean chancellor under the democratically elected government of Salvador Allende. While driving to work that morning, the bomb was detonated as the car wound around Sheridan Circle, killing Letelier and his American assistant, Ronnie Karpen Moffitt and seriously wounding her husband, Michael Moffitt.

With the help of the FBI, several people were brought to trial for the crime, but it was always believed that Gen. Augusto Pinochet, who seized power in Chile in a bloody coup in 1973 and is—incredulously—now a sitting member of the Chilean Senate, had directed the assassination. There was not enough evidence at the time, however, to directly link him to the crime.

More evidence has come to light since then, and other nations have launched investigations of state-sponsored killings directed by the Chilean secret police. Argentina, Spain and Italy for example are investigating past crimes, and Spain in particular is looking into whether Pinochet was directly involved in the Letelier assassination and other killings.

Spain has asked the United States for cooperation in this investigation, and regrettably that assistance has not always been forthcoming. Along with my colleague Mr. CONYERS of Michigan, I have written the Administration urging their complete and total cooperation with the Spanish investigation.

As the following article points out, there is mounting evidence that Pinochet was directly involved in the killing of Orlando Letelier and Ronnie Karpen Moffitt.

I urge the Administration to strongly consider reopening its own investigation of those murders as well as fully cooperate with the Spanish investigation.

Neither Congress nor the Administration should forego the opportunity to send a strong and clear message that we will not tolerate terrorism on our soil. And our developing relationship with the new government of Chile should not shield Pinochet from responsibility

if it is proven that he was responsible for the assassination of innocent civilians.

IS A TERRORIST HIDING IN CHILE'S SENATE?

(By Scott Armstrong and Saul Landau)

When Bill Clinton addressed the Chilean legislature last month, he did not see the face of Augusto Pinochet. Nor did he mention the name of the recently retired army commander and former president-dictator of Chile. But the unresolved issue of Pinochet's involvement in the worst act of international terrorism in Washington in the past 50 years still hangs over U.S.-Chilean relations.

Pinochet figures in problems Chile has with Spain, Italy and Argentina. In each of these countries, official investigations are underway that could link Pinochet directly to overseas assassinations and unsuccessful plots to silence his critics during his 17-year military reign.

An Argentine judge is investigating Pinochet on charges brought by the daughter of Gen. Carlos Prats, a former Chilean chief of staff, and his wife. The two were living as exiles in Buenos Aires in September 1974, when a car bomb blew them nine stories high. Argentine authorities arrested a former officer of DINA, the Chilean secret police, who has implicated other senior Chilean secret-police officials.

An Italian court is probing Pinochet's responsibility in the September 1975 shooting in Rome, of an exiled Chilean Christian Democrat legislator, Bernardo Leighton, and his wife. A gunman put bullets in the backs of their heads, but both survived. One month later, Pinochet met an Italian fascist leader in Madrid, who was subsequently charged with the shooting.

One piece of evidence caught the attention of the Italian magistrate: A Sept. 16, 1975, memo to Pinochet from Col. Manuel Contreras, chief of DINA, Chile's intelligence and secret-police agency. In it, Contreras requests for DINA an additional \$600,000 for "reasons that I consider indispensable," one of which is "the neutralization of the [Chilean] government junta's principle adversaries abroad, especially in Mexico, Argentina, Costa Rica, the U.S.A. and Italy." These countries were all hosts to DINA assassination attempts or to aborted DINA assassination plots.

Spanish judges have studied this document, too. In July 1996, the Union of Progressive Spanish prosecutors and lawyers, representing the families of victims of Pinochet's reign of terror, accused Pinochet of international terrorism, genocide and crimes against humanity. In 1978, Pinochet granted an amnesty for himself and his military subordinates who, according to the 1997 official Chilean government record, killed more than 3,190 people and tortured thousands more. Later, Pinochet arranged to retire from the military as a "senator for life," a status that, when combined with the amnesty, amounted to impunity from prosecution in Chile. Recently, a Chilean judge accepted the complaint of Gladys Marin, a Chilean communist, who has accused Pinochet of kidnapping her husband and other leaders, torturing them and making them "disappear." But few hold out hope of an investigation, a prosecution and conviction in Chile.

Spanish Judge Garcia Castellon certified Spanish jurisdiction in a similar case. More than a dozen Spanish citizens, including priests, fell victim to the excesses of Chile's military dictatorship. The judge also cast his investigative net for evidence to Washington, where DINA had struck on Sept. 21, 1976.

On that day, Orlando Letelier, former Chilean chancellor under President Salvador