

As a result, highway travel is growing at 2.3 percent per year and is now 2.8 trillion vehicle miles traveled per year. Commercial trucks alone move 14,000 ton-miles of freight each year for each person in the country. The demand for transit has increased exponentially. In recent years, transit ridership has increased by almost one million trips per day.

Congestion in our surface transportation system, especially urban congestion, is worsening as demand continues to outstrip the ability to add capacity. In the Nation's largest 75 large urban areas, an average commuter encountered 62 hours of delay in the year 2000. In that same year, congestion costs for these 75 urban areas totaled a whopping \$67.5 billion—3.6 billion hours of delay and 5.7 billion gallons of excess fuel consumption.

The challenges of travel growth are compounded by the overwhelming investment needs of our transportation systems. Just a few months ago, the Department of Transportation (DOT) submitted its report on the conditions and performance of our Nation's highways, bridges, and transit systems. DOT's Conditions and Performance Report estimates that all levels of government should be spending a combined average of \$127 billion per year to maintain and improve these transportation systems. Based on the historic Federal cost share, the needs assessment suggests a Federal highway and transit program of \$51 to \$76 billion per year. This level of funding is in marked contrast to the Administration's proposal to spend just \$37 billion on highways and transit in 2004 and only slightly higher levels in subsequent years.

Regrettably, this Administration has thrown up roadblocks to increased infrastructure investment at every turn. The Administration's proposed \$247 billion six-year reauthorization bill (SAFETEA), has a great name, but little else—it does not even begin to provide the level of funding necessary to address our infrastructure needs. Moreover the Administration, which has presided over the loss of an astonishing 3.3 million jobs, has sent repeated signals that it opposes any effort to increase infrastructure investment.

We cannot afford to shortchange our Nation's transportation systems. To effectively reduce congestion, to increase mobility, to truly improve highway safety, and to achieve continuing long-term increases in productivity and economic growth, we must invest in our Nation's transportation future. And we must do it now.

That is why the Committee on Transportation and Infrastructure has proposed a highway and transit program to invest \$375 billion in our Nation's highways and transit systems over the next six years.

There are stark contrasts between our Committee's proposal and the Administration's proposal.

First, the Committee's proposal meets the investment needs identified in DOT's Conditions and Performance Report to maintain and improve our highways, bridges and transit. The Administration's proposal does not meet those needs.

Second, the Committee's proposal will provide badly needed economic stimulus and do so much more extensively than the Administration's proposal. According to the Administration's own statistical models, the Committee's proposal will create millions of new, family-wage construction jobs. The Federal Highway

Administration reports that every \$1 billion of federal funds invested in highway infrastructure creates 47,500 jobs and \$6.2 billion in economic activity. Moreover, a recent study found that the Committee's bipartisan proposal to invest \$375 billion in surface transportation over the next six years would add \$290 billion more to the Nation's Gross Domestic Product than the Administration's proposal. The Committee's proposal would also lead to an additional \$129 billion of household disposable income and an additional \$98 billion in consumer spending—millions of new, good-paying jobs, billions of dollars of new consumer spending; now that's the way to get the economy growing again!

Third, the across-the-board increased investment of the Committee's proposal will help us stem the highway death toll that grows ever higher. Last year, 42,850 people died and almost three million more were injured on our highways, the highest number of highway deaths since 1990. In addition to the enormous personal toll of these accidents, the economic cost is a staggering \$230 billion a year! To stem this tide, our Committee's bipartisan TEA 21 reauthorization bill significantly increases, and provides more overall funding, for National Highway Traffic Safety Administration (NHTSA), motor carrier safety, and highway safety construction programs than does the Administration's proposal.

Mr. Speaker, Congress must act on a full, six-year reauthorization as quickly as possible. Doing so will create jobs and stimulate economic growth, both badly needed in today's economy. We can effectively reduce congestion, increase safety, and improve mobility throughout the Nation if we invest in our Nation's highways and transit systems in an amount that is sufficient to meet our Nation's growing needs.

I look forward to working with Chairman YOUNG, Subcommittee Chairman PETRI, Subcommittee Ranking Member LIPINSKI, and all of the Members of our Committee and of this House, to invest in our Nation's transportation future.

PERSONAL EXPLANATION

HON. SUE WILKINS MYRICK

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 25, 2003

Mrs. MYRICK. Mr. Speaker, I mistakenly voted no on rollcall vote 498, the Ney of Ohio amendment to H.R. 2622. I should have voted "yes."

WHAT EXCUSE WILL THEY USE THIS YEAR?

HON. STENY H. HOYER

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 25, 2003

Mr. HOYER. Mr. Speaker, the Members on our side of the aisle can hardly wait to hear what half-baked excuse our Republican colleagues will use this year for failing to complete our appropriations work on time.

Remember last fall's favorite punching bag? TOM DASCHLE and Senate Democrats.

As if the other body had anything to do with the Republican majority's refusal to even bring up eight of the 13 annual spending bills on this floor for a vote.

We all know last year's little secret: The House GOP—so famously derided as the "perfectionist caucus" by Former Speaker Newt Gingrich—didn't have the votes on its side of the aisle to pass those bills.

So, you pointed the finger of blame at the Senate.

When we considered the first continuing resolution last year, the majority leader (Mr. DELAY) said:

"The Democrat House leadership embraced the decision by the other body [the Senate] to proceed with no governing fiscal oversight called a budget. For any theoretical elective body, the decision to proceed forward without a governing budget would be foolhardy and grossly irresponsible."

The chairman of the Transportation-Treasury Appropriations Subcommittee, Mr. ISTOOK, passed the buck with even more gusto:

"The law requires both houses to enact a budget. This body has done so. The other body still has not done it. No wonder we have gridlock and deadlock."

But few could match the bluntness of my friend from Georgia (Mr. KINGSTON):

"There is a sinkhole on the Capitol, not over here, but over there [the Senate]," said Mr. KINGSTON.

"Now, this sinkhole ate up the budget this year. So here we are forced to pass a continuing resolution because we cannot deal with some group that does not have a budget."

Well, the last time I checked, my Republican friends, there was a Republican majority in this body, a Republican majority in the other body, and a Republican chief executive at the other end of Pennsylvania Avenue.

And while this house has passed all 13 spending bills, we have only adopted three conference reports.

So what is your excuse this year?

We all know the answer to that. It's your inability to compromise even with members of your own party.

And it's an affliction that is not just holding up the appropriations process.

It's also preventing us from passing an energy bill, from extending the child tax credit to 6.5 million working American families, and giving our seniors a real prescription drug benefit that is not designed to destroy Medicare.

The GOP has no one to blame this year for this legislative failure but itself.

HONORING THE LIFE OF PETER STROH

HON. JOHN D. DINGELL

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 25, 2003

Mr. DINGELL. Mr. Speaker, I rise today to pay tribute to a remarkable businessman, a dedicated philanthropist, a civic activist, a committed conservationist, and a splendid humanitarian: Peter Stroh. He was one of the finest men I have known, and as we celebrate the centennial year of the National Wildlife Refuge system, I want to convey the thanks and gratitude of the people of Michigan to Mr. Stroh and his family.

Peter Stroh was a lifelong Michigander. Born in Detroit in 1927, he returned to the city in 1951 after completing his education at Princeton. He had hoped to join the United States Foreign Service, but circumstances forced him to take over the family's brewery. While our diplomatic corps will never know its loss, the people of Detroit and Michigan will never forget his contributions.

The Stroh's Brewery was founded in Detroit in 1850. Peter Stroh was able to turn his family's brewery into the third largest beer maker in the nation. But business success was not the focus of Peter's life. He understood that the true measure of a successful life was not the bottom line of a balance sheet, but rather the legacy of one's contribution to their community.

Standing on the roof of the Detroit brew house in 1967, he mournfully watched as riots burned the city that he loved. At his retirement he recalled, "I felt that we, as Detroit stakeholders, had to take some responsibility for what happened in Detroit, and our company would have to take some responsibility for helping to prevent it from happening again." He dedicated the final thirty-five years of his life to that proposition.

He served on the board of almost every organization that was working to solve Detroit's problems and build a new future for the city. He was on the Board of the Urban League of Detroit, Detroit Renaissance, and chaired the NAACP Freedom Fund Dinner. He helped create the Detroit Medical Center and later served as its chair. He spearheaded the development of River Place. That project has grown to 600,000 square feet of office space, 350 residential units and the OMNI/River Place Hotel.

Mr. Speaker, it was Peter's love of the natural world that brought us to work closely and collaborate on the creation of the Detroit River International Wildlife Refuge. He was an avid fisherman, he loved the water and would spend much of his free time either fishing the waters of Michigan or going to the best fishing spots around the world. He recognized that as Detroit and southeastern Michigan developed, it had the unintended effect of cutting people off from the natural beauty of the river and the surrounding lakes.

The Detroit River Refuge will be at the center of the national celebration for the 100th birthday of the National Wildlife Refuge System. Secretary Norton will be there, as well as hundreds of dignitaries, community and business leaders, and many more people from the area who fish, hike, and boat along the Detroit River every day. The Wildlife Refuge is Peter's living legacy. Without his steadfast commitment this natural jewel might have been lost to development, pollution, and neglect.

Mr. Speaker, Peter left us a year ago. His life was a testament to the positive influence that one person can make, not only in the lives of those who knew him, but to future generations who will enjoy his legacy. Years from now, people will find homes in the communities he built, jobs in the institutions he founded, and enjoy nature in an ecosystem he preserved. I ask my colleagues to join me in commemorating the life of a remarkable man, Peter Stroh.

TRIBUTE TO BEN PEREA

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 25, 2003

Mr. McINNIS. Mr. Speaker, I rise before this body of Congress today to pay tribute to an outstanding citizen from my district. Ben Perea of Pueblo West, Colorado selflessly dedicates his time and services to helping the children of a Mexican orphanage. His hard work and dedication are an inspiration, and I am honored to recognize him here today.

Once a month for the past two years, Ben has made the long trip from Pueblo West to Chihuahua, Mexico to deliver clothing, food, and supplies to the 120 children of the Casa Hogar Misericordia (House of Mercy) orphanage. His devotion and selflessness have improved the lives of countless children.

Ben collects all of the supplies that he can and then takes them himself to the children of Chihuahua. Though Ben helps the children obtain more than just food and clothing, in November of 2002, he was able to secure a 72-seat school bus for the orphanage to help these children attend school.

Mr. Speaker, I am honored to stand and recognize the selfless actions of Ben Perea. His dedication and service have improved the lives of hundreds of children. I join with my colleagues in commending Ben for his endless work and wish him the best of luck in all of his future endeavors.

IN HONOR OF MAUREEN WALLISER

HON. ROBERT MENENDEZ

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 25, 2003

Mr. MENENDEZ. Mr. Speaker, I rise today to honor Maureen Walliser for her tireless commitment to community service. She was presented the Memorial Mary T. Norton Award by the United Way of Hudson County on September 16, 2003, at the Crown Plaza Hotel in Secaucus, New Jersey.

For over 30 years, Ms. Walliser has been working to improve the lives of individuals living with disabilities. She has been a leader in her field, and continues to promote employment for individuals with disabilities.

Currently, Ms. Walliser serves as the governmental affairs chairperson of Access New Jersey, a statewide community-based employment service organization that serves individuals with severe disabilities. Previously, Ms. Walliser served as vice president and two terms as president of Access New Jersey. Ms. Walliser was also a co-founder of one of the first thirteen charter schools in New Jersey.

Ms. Walliser began her career as a rehabilitation counselor for the New Jersey Division of Vocational Rehabilitation Services. She then began working at the Occupational Center of Hudson County, where she has served as president for the last 15 years. Under her direction, the Center has flourished into an organization that provides a wealth of services beyond rehabilitation. Now known as Hudson Community Enterprises, the organization provides school-to-work programs, job training and placement, and is creating social enter-

prises that will open up further opportunities for individuals with disabilities seeking to gain employment.

Committed to expanding the field of vocational rehabilitation, Ms. Walliser has been an adjunct professor at Saint Peter's College and New Jersey City University, and was a vocational expert for 5 years at the Social Security Administration. She continues to be an active member in her church in Woodbridge, where she provides support and services for individuals with disabilities. She also works with many professional groups in Hudson County, including the Private Industry Council and the Hudson County Human Services Advisory Council.

A native of Jersey City, Ms. Walliser received her bachelor's degree from the College of Saint Elizabeth, and her master's degree in Special Education from New Jersey City University.

Today, I ask my colleagues to join me in honoring Maureen Walliser for her commitment to community service and for her advocacy and support of people with disabilities.

HONORING SUGAR SHANE MOSLEY

HON. GRACE F. NAPOLITANO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 25, 2003

Mrs. NAPOLITANO. Mr. Speaker, it is with tremendous pride that I rise today to honor Sugar Shane Mosley, for his impressive win against Oscar de la Hoya on September 13, 2003 in Las Vegas. This hard-fought victory made Mosley the super welterweight world champion for the third time in his spectacular professional career. This was his second world championship win against Oscar de la Hoya; the first was in 2000. Mosley entered this year's contest as a 2-to-1 underdog, but his hard work and determination led to his 12-round victory by unanimous decision.

Mosley hails from Pomona, California, the largest city in my 38th Congressional District, and I am honored to count him among my constituents. He started boxing at the age of eight under the guidance of his father, who continues to coach him to this day. He had an outstanding amateur career with 250 wins out of 260 fights. He had an amateur win against Oscar De La Hoya in Pasadena when he was 12 years old. Mosley also traveled with De La Hoya as part of the U.S. national team.

Sugar Shane Mosley has been in 42 professional fights, winning an impressive 39. A three-time world champion and veteran of 16 world championship fights, he is a true boxing superstar and recognized as one of the best fighters in the world. Mosley's extraordinary offensive and defensive skills, quick reflexes, superb mobility, excellent physical conditioning and will to succeed contribute to his remarkable career and winning record.

Outside of the ring, Mosley is a devoted son, husband and father. He is married to Jin Mosley, a native New Yorker. Together, the couple has two sons—two-year-old Najee and one-year-old Taiseki. Sugar Shane Mosley also has a 13-year-old son, Shane Mosely, Jr., who is affectionately known as "Little Shane".

I ask my colleagues to join me in honoring a role model, husband, father and super