

IN MEMORY OF LANCE CPL.
TRAVIS J. LAYFIELD

HON. FORTNEY PETE STARK

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, April 20, 2004

Mr. STARK. Mr. Speaker, I rise today to honor the memory of Lance Cpl. Travis J. Layfield. Travis, a 19-year-old resident of Fremont, California, served his country with honor in the United States Marines. Sadly, he was killed during a firefight in the Anbar Province of Western Iraq on Tuesday, April 6, 2004.

The 2003 graduate of Washington High School has become a hero to all of us for his service with the 2nd Battalion, 4th Marines, 1st Marine Division, 1st Marine Expeditionary Force out of Camp Pendleton in southern California.

Travis entered ROTC while in junior high school and was totally focused on a career in the Marine Corps. Last year he completed 12 weeks of basic training at the Marine Corps recruit depot in San Diego. He left for the Middle East in February 2003, first heading to Kuwait and later Iraq.

There has been a tremendous outpouring of love and respect for Travis from his classmates and friends at his high school alma mater, Washington High School, as well as the entire community of Fremont, California, who are mourning the loss of this proud young marine.

We shall long remember Lance Cpl. Travis J. Layfield. He gave his life for peace and democracy and died, as a noble marine, serving our country. Our prayers and thoughts are with his family.

HONORING JANE PERKINS
MARONEY AND ADA LEIGH SOLES

HON. MICHAEL N. CASTLE

OF DELAWARE

IN THE HOUSE OF REPRESENTATIVES

Tuesday, April 20, 2004

Mr. CASTLE. Mr. Speaker, it is with great pleasure that I rise today in honor of two very distinguished Delawareans and former members of the Delaware House of Representatives, the Honorable Jane Perkins Maroney and the Honorable Ada Leigh Soles. As legislators, their contributions to our State have touched the lives of many and have helped to improve our community. On behalf of the citizens of the First State, I would like to pay tribute to these outstanding individuals and extend to them our congratulations on being chosen as the joint recipients of the League of Women Voters of New Castle County Carrie Chapman Catt Award.

Jane Perkins has been recognized for her many years of dedicated service to Delaware politics. In 1998, she was the recipient of our State's highest award, the Order of the First State. Following her time in elected office, Jane continued her tireless advocacy for fellow Delawareans through her work with local and national organizations. Her current focus, as program director of Creative Grandparenting, Inc., involves developing and leading workshops for people who are facing difficult transitions in their lives. Jane's devotion to promoting child and family health initia-

tives deserves this recognition and our gratitude.

Ada Leigh Soles's work on behalf of her fellow Delawareans has also played an important role in making our State a better place to live and raise a family. During her career, she has been honored for her leadership by numerous academic and community organizations. Ada Leigh has received the New Castle County Civic League's Good Government Award and the University of Delaware's Medal of Distinction, along with numerous local and national awards recognizing her tireless efforts on behalf of libraries. As a testament to her distinguished tenure and the esteem in which she was held by her colleagues, Ada Leigh Soles was often regarded as the "conscience" of the Delaware State House of Representatives.

Mr. Speaker, it has been my sincere privilege to have served as Governor of Delaware while both Jane Maroney and Ada Leigh Soles were members of the Delaware House of Representatives. I wish to thank these two outstanding individuals for their friendship, commitment, and constant dedication to the citizens of Delaware. Their service to our State will have a permanent place in Delaware history. They deserve our thanks and praise.

CONGRATULATIONS TO STUDENTS
FROM HAMPTON HIGH SCHOOL

HON. MELISSA A. HART

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, April 20, 2004

Ms. HART. Mr. Speaker, I would like to take this opportunity to congratulate the students from Hampton High School in Allison Park, Pennsylvania, who will travel to Washington, D.C., on April 30, 2004, to compete in the national finals of the We the People: The Citizen and the Constitution, a highly prestigious academic competition on the Constitution. It is an honor to represent such dedicated students and teachers.

The high school students have studied for months with their teacher, Mr. Cliff Stevenson, in order to prepare themselves for their roles as experts testifying on constitutional issues in a simulated congressional hearing. They placed first in both the district and State competitions earlier this year to represent the Commonwealth of Pennsylvania in the national finals. The annual 3-day competition is the culminating activity of the We the People: The Citizen and the Constitution, the most extensive education program of its kind in the country. Since last fall they have studied We the People, a text developed by the Center to provide students with a fundamental understanding of the Constitution and the Bill of Rights.

The We the People program is funded by the U.S. Department of Education and is directed by the Center for Civic Education in Los Angeles. According to Stephanie McKissic, Director of Education at the National Constitution Center, "There is no finer educational program that fosters in our younger generation the concepts and understanding of our constitutional heritage, leading them to a reasoned commitment to its fundamental principles." Since the program's creation over 15 years ago, it has reached more than 26.5 million elementary, middle, and high school students nationwide.

I ask that my colleagues in the U.S. House of Representatives join with me in honoring these devoted high school students and teachers from the Fourth Congressional District of Pennsylvania. It is truly an honor to represent such an outstanding group of students and teachers.

TRIBUTE TO THE HOPE FIRE COMPANY OF GREAT BARRINGTON, MASSACHUSETTS ON ITS 150TH ANNIVERSARY

HON. JOHN W. OLVER

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, April 20, 2004

Mr. OLVER. Mr. Speaker, I rise today to recognize and congratulate the Hope Fire Company of Great Barrington, Massachusetts, on its 150th anniversary. Their long and outstanding record of public service will be celebrated during their annual ball on May 8, 2004.

On February 7, 1854, hardware merchant Erastus F. Russell hosted a meeting of 19 young men from the community. This meeting established Hope Fire Company No. 1; and with "strong arms and willing hearts," they pledged to obtain and man a fire engine for the town.

With great enthusiasm and support from their friends and neighbors, the Hope Fire Company was able to quickly raise the \$1,550 needed to purchase an engine "of the first class, of superior caliber, and power, with suitable fixtures to equal all emergencies."

By June 15 of that year, the local paper reported that the company, now 80 members strong, paraded in full dress to the train depot to receive their new engine: a pumper and hose cart manufactured by Button & Company of Waterford, New York.

That same summer, the company played a central role in the town's 4th of July celebration. They were grandly toasted during the ceremonies, and member Charles A. Sumner responded with a sentiment that still holds true today:

"May we attain such promptness and efficiency of action as shall entitle us to your confidence, so that when the devouring element threatens you, and all seems lost, the smack of our brakes may remind you that there is one Hope left yet."

It has been 150 years, but the dedication and professionalism of the Hope Fire Company has never wavered. I ask my colleagues to join me in commending the company on its anniversary.

TRANSPORTATION EQUITY ACT: A
LEGACY FOR USERS

SPEECH OF

HON. ANTHONY D. WEINER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 1, 2004

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 3550) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.

Mr. WEINER. Mr. Chairman, I rise today to thank the leadership of the Transportation and Infrastructure Committee for their hard work shepherding through TEA-LU, a bill that I will support despite its flaws. The Department of Transportation studied the Nation's infrastructure and prescribed a \$375 billion solution. I joined the leadership in endorsing the original version of this bill, which filled that prescription. Unfortunately, the administration is unwilling to come up with the support necessary to ensure that we are able to maintain and improve the Nation's infrastructure. As a result, we are today considering a bill that does not do nearly enough to improve the quality of life for individuals living in New York City and around the country. I look forward to working with the Committee leadership to see that this bill is improved in conference.

Mr. Chairman, as this bill moves to conference, I want to highlight four issues that are of particular import to me and my constituents. It is my hope that the conferees will include these improvements in the conference report.

First, this bill should ensure that resources are devoted by formula to states that require improvements. The minimum guarantee program shifts funding from states that have the greatest need—like New York—to other states. Each year, New York provides \$20 billion more to Washington than it gets back. New Yorkers ought not be punished for our efforts to conserve fuel, as any expansion of the minimum guarantee program would do.

Second, this bill shortchanges New York on transit funding. Despite having a third of the nation's transit ridership, New York only gets 14% of Federal funds. Transit funding should better reflect need.

Third, I hope that conferees will ensure that states starved for a consistent funding stream for ferries and waterborne transportation can count on funding from the Ferry Boat Discretionary Fund. As a co-chairman, with Mr. NETHERCUTT, of the Ferry and Waterborne Transportation Caucus, I am acutely aware of how much a guaranteed stream of funding would mean to improve both congestion and homeland security all across the country, and particularly in New York City, where roads are clogged on a normal day, and ferry transportation would provide not only congestion relief but another way to ensure escape from Manhattan in the case of a terrorist attack. At a minimum, New York should receive \$5 million per year. I hope conferees will work with me and other Members who represent districts that would benefit from a guaranteed ferry funding stream.

Fourth, I hope that conferees will work with me to ensure that the generous funding we have provided for Senior transportation in this bill is put to its best use. I believe that establishing a center for best practices and a technical assistance center, as delineated in the other body's Surface Transportation Authorization Bill, would provide an enormous service to this nation's elderly population.

Nevertheless, Chairman YOUNG, Mr. OBERSTAR, Chairman PETRI, and Mr. LIPINSKI deserve the thanks and appreciation of every Member of this House for their tireless effort to ensure that the nation's surface transportation systems receive the resources required to keep America moving.

Mr. Chairman, I have worked hard to ensure that this bill will make significant improvements to the lives of ordinary New Yorkers. Included

in this bill are a number of projects that will enhance transportation throughout New York City and in my district in particular.

At my urging, the bill includes:

\$15,000,000 for the New York City Department of Transportation to build the facilities and purchase the ferry boats necessary to establish high speed ferry service between the Rockaway Peninsula and Manhattan.

\$500,000 to help the New York State Department of Transportation install two permanent variable message signs that will display amber alert messages on the belt parkway.

\$500,000 for the New York City Department of Transportation to study and implement improvements to the area surrounding the intersections of Avenue U and Flatbush Avenue.

\$1,000,000 for each of the boroughs of New York City to make improvements to pedestrian safety, in consultation with each borough president.

\$250,000 for the areas surrounding each of 10 schools in New York City. Those funds are to be spent on efforts to improve pedestrian safety surrounding those 10 schools. Students walking to IS 114, PS 200, PS 124, PS 277, Prospect Park Yeshiva, PS 81, IS 194, IS 72/PS 69, PS 153, and St. Roberts Bellarmine will all be better protected by improvements installed with funding provided in TEA-LU.

\$700,000 to abate noise emanating from state roadways located within New York City that are paved with concrete. "Diamond grinding" measures should significantly improve the quality of life of those residing within earshot of those roadways.

\$50,000 to improve the roadways surrounding the Brooklyn Children's Museum.

\$1,000,000 to be used to build a new facility for the Broad Channel Volunteer Fire Department.

\$4,000,000 to be used by the DOE Fund to establish a graffiti elimination program throughout the Boroughs of Queens and Brooklyn. Among the areas addressed by this program will be Kings Highway from Ocean Boulevard to McDonald Avenue.

\$3,000,000 to improve transportation facilities in the vicinity of West 65th Street and Broadway in conjunction with the major capital improvements being done at Lincoln Center.

\$1,000,000 for the New York City Department of Transportation to improve the streets and sidewalks of Middle Village, Queens.

\$500,000 to be equally distributed at five locations in New York City for the New York City Department of Transportation to enhance the enforcement of truck routes.

\$300,000 for Gateway National Park to improve the RIIS Park Boardwalk.

\$1,000,000 for Gateway National Park to establish a ferry terminal at Floyd Bennett Field.

\$3,000,000 to be used to improve traffic flow in the vicinity of Atlantic and Flatbush Avenues.

\$1,000,000 to be used by City and State Agencies to improve homeland security at bridges and tunnels throughout New York City.

\$500,000 to improve the roads and facilities at the Kew Gardens Long Island Rail Road Terminal.

\$950,000 to design and construct a bicycle and pedestrian walkway along the decommissioned Putnam Rail Line in the Bronx.

\$2,000,000 to improve 125th Street in Harlem in conjunction with improvements being made by Columbia University.

\$1,000,000 to help Easter Seals purchase and equip cars that provide livery service to disabled New Yorkers.

And \$1,000,000 to establish a bus rapid transit system at a location to be determined in consultation with the Transportation Workers Union. Bus rapid transit uses a variety of traffic improvements, like exclusive bus lanes and coordinated signal changing, to speed bus travel on congested city routes.

At the urging of Congresswoman VELÁZQUEZ, Congressman CROWLEY and myself, the bill includes more than \$1,500,000 for pedestrian safety improvements on Queens Boulevard.

These high priority projects will make a considerable contribution to the lives of New York City residents. I could not have secured these and other programs within TEA-LU without the help and counsel of individuals here in Washington, as well as in Albany and New York City.

In particular, I would like to thank both the Democratic and Republican staff of the Transportation Committee, both of whom worked tirelessly on this piece of legislation, and who deserve the entire House's thanks. In particular, I would like to thank Ken House, Clyde Woodle, Eric Vanschyndle, Ward McCarragher, Kathleen Zern, David Heymsfeld, Dara Schleiker, and Sheila Lockwood of Mr. OBERSTAR's staff. Additionally, I would like to thank Jim Tymon of Mr. YOUNG's staff who for his willingness to work with me on the issue of Ferry Transportation.

I would also like to thank Tom Kearney, Tom Herritt and their colleagues at the Albany Office of the Federal Highway Administration, Nancy Ross, Fred Neveu, Ron Epstein and their colleagues at the New York State Department of Transportation, and Andra Horsch and David Woloch and their colleagues at the New York City Department of Transportation.

RECOGNIZING JOHN SPAAR

HON. IKE SKELTON

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Tuesday, April 20, 2004

Mr. SKELTON. Mr. Speaker, let me take this means to recognize John Spaar, who will be assuming the office of President of the Missouri Press Association in 2005. He will be the third generation in his family to hold this office. His mother, Betty Spaar, and his grandfather, W.L. Simpson, preceded him.

The Missouri Press Association, first organized in 1867, is a voluntary membership of newspapers in the state. All daily newspapers and almost all weekly newspapers are members. Activities of the association include setting up workshops, seminars, conventions, publication of a magazine (The Missouri Press News), supplying information for members, and helping newspapers find skilled personnel. The association's greatest accomplishment has been the establishment of the Missouri School of Journalism at the University of Missouri-Columbia, the first school of journalism in the world. Today, the association continues to assist the school in placing graduates in outstanding jobs.

The Missouri Press Association is in the middle of a long-range planning process. Upon taking the reins of the association next