

the U.N. such as the case of East and West Germany before German reunification in 1990. This type of representation currently exists with respect to the membership of both the Democratic People's Republic of Korea and the Republic of Korea.

By large margins, both Houses of Congress have endorsed Taiwan's desire for participation in the United Nations. Taiwan, a country seeking peace and stability in its region, deserves the right to membership in the United Nations.

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TRIBUTE TO LARRY REED

**HON. RON PAUL**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, September 25, 2003*

Mr. PAUL. Mr. Speaker, I am pleased to pay tribute to one of America's leading advocates for liberty, my friend Larry Reed, who celebrates his 50th birthday on September 29th. In 1993 Larry founded the Mackinac Center for Public Policy in Midland, Michigan. Under his leadership, Mackinac has emerged as one of the largest, most prolific, and effective think tanks in America. Mackinac focuses on issues affecting Michigan; however, much of their work is useful to policymakers at the State and national level.

Prior to founding Mackinac, Larry served as Chair of the Department of Economics at Northwood University in Midland, Michigan. While at Northwood, Larry developed the university dual major in Economic and Business management and founded the University's "Freedom Seminar." Larry has also been a candidate for Congress.

In addition to running Mackinac, Larry is a prolific author. He has written over 800 newspaper columns and articles, 200 radio commentaries, dozens of articles in magazines and journals in the United States and abroad. Larry is also the author of five books including *Lessons From the Past: The Silver Panic of 1893* and *Private Cures for Public Ills: The Promise of Privatization*. All of Larry's writings reflect his unwavering commitment to limited government and the free market as the best way to promote human happiness.

Larry has also found time to deliver more than 700 speeches, traveling to 40 states and 10 foreign countries to spread the freedom philosophy. Larry also promotes liberty as a member and past chairman of the Board of Trustees of the Foundation for Economic Education (FEE), the nation's oldest free-market educational institution.

In 1993, Larry was appointed by then-Governor John Engler to head the Headlee Amendment Blue Ribbon Commission. Governor Engler also appointed Larry to the task force of the Secchia Commission on Total Quality Government, where Larry helped develop policies aimed at streamlining Michigan's state government. I am sure the taxpayers of Michigan are grateful to Larry for his efforts to reduce unnecessary spending.

Mr. Speaker, the great economist Ludwig Von Mises once said that "everyone. . . must thrust himself vigorously into the intellectual battle. None can stand aside with unconcern; the interests of everyone hang on the result. Whether he chooses or not, every man is drawn into the great historic struggle, the deci-

sive battle into which our epoch has plunged." Few have so vigorously thrust themselves into the intellectual and policy battle on the side of freedom as Larry Reed. It is therefore my privilege to pay tribute to this champion of liberty on his 50th birthday.

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TRIBUTE TO JOSEPH MURPHY

**HON. SCOTT McINNIS**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Thursday, September 25, 2003*

Mr. McINNIS. Mr. Speaker, it is with a heavy heart that I rise before this body of Congress and this nation today to pay tribute to the life and memory of a great citizen from my district. Joseph Murphy of Durango, Colorado was a dedicated teacher, enthusiastic coach, and devoted public servant. As his family and community mourn Joseph's passing, I would like to pay tribute to his memory here today.

Joseph was born in Pueblo, Colorado in 1922. Like many of his generation, Joseph served his country in the Army during World War II. Later, he and his wife Marie settled in Durango, where they became fixtures of the community by getting involved in local politics.

Joseph taught Journalism and English at Durango High School and at Fort Lewis College. As an athlete, baseball was dear to Joseph's heart and he shared his love of the game with others in many ways. Joseph was seemingly always involved with baseball, playing semiprofessional ball, coaching a team, officiating for years, and announcing sports news on the radio. In addition, Joseph was a dedicated public servant. He served on the Durango City Counsel for four years and served one term as Durango's Mayor.

Mr. Speaker, Joseph Murphy embodied the spirit of America. When his country needed him, Joseph bravely fought in World War II. When his community needed him, Joseph faithfully served as its Mayor. When his students needed him, Joseph worked to enrich their lives. When his teammates and players needed him, Joseph inspired and supported them. While Joseph has passed on, his legacy will live on. For these many reasons, I am honored to join with my colleagues in recognizing Joseph here today.

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IN HONOR OF LA CASA DE DON PEDRO

**HON. ROBERT MENENDEZ**

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

*Thursday, September 25, 2003*

Mr. MENENDEZ. Mr. Speaker, I rise today to honor La Casa de Don Pedro for providing invaluable community programs and services for residents of New Jersey. La Casa celebrated its 30th anniversary on Friday, September 12, 2003.

Since 1973, La Casa de Don Pedro has been providing a wealth of services to the residents of Newark, New Jersey and surrounding communities. La Casa currently provides over 20 programs and services that have made a profound difference in many lives. A true community-based organization,

La Casa was founded and continues to be driven by members committed to changing and improving their community.

La Casa de Don Pedro has been tremendously successful in providing critical services for children, young people, adults, and families ranging from education and job training to emergency assistance. In 2002, La Casa provided after-school programs to more than 300 children, ages 6 to 18, and Early Childhood Education programs for parents of 130 families, 80 percent of whom maintained employment or remained with the program. La Casa's Weatherization Assistance Program helped 294 homes become more energy efficient, which will help families save thousands of dollars in energy costs.

More than 410 adults received English language education or citizenship assistance from La Casa, and over 130 adults received immigration assistance. La Casa's Welfare to Work initiative had one of the highest job placement rates in Essex County in 2002, and its Telecommunications Learning Center served as a model for New Jersey's new Workplace Literacy Program. From its inception, La Casa has been a leader for the quality and wealth of services that it provides to members of the community, and its success proves that it will continue to be a model for similar organizations.

La Casa de Don Pedro received the 2002 Excellence in Hispanic Leadership Award from the New Jersey Department of Community Affairs' Center for Hispanic Policy Research and Development and was listed as one of the top 25 Hispanic Nonprofit Organizations of 2002 by Hispanic Business Magazine.

Today, I ask my colleagues to join me in honoring La Casa de Don Pedro for thirty years of outstanding and dedicated work, and for making critical differences in the lives of many New Jersey residents.

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REAUTHORIZATION OF THE FEDERAL HIGHWAY AND TRANSIT PROGRAMS

**HON. JAMES L. OBERSTAR**

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, September 25, 2003*

Mr. OBERSTAR. Mr. Speaker, we must quickly enact a multiyear surface transportation bill to provide the assured and continuing funding of transportation programs that is so vital to the Nation, to the States, and to our local communities. But, we must also ensure that the bill that we pass adequately addresses the Nation's transportation needs.

The Transportation and Infrastructure Committee is crafting a bipartisan bill to do just that: to provide the necessary infrastructure investment (\$375 billion over six years) to begin to improve our Nation's highway and transit infrastructure. Our country's economic strength, our ability to create jobs and improve business productivity, and our desire to create a safe, efficient, and secure transportation system are all dependent upon increasing investment in our Nation's infrastructure.

We are fortunate to have a strong surface transportation system today. But that system is being challenged by a continuing growth in passenger travel and an ever-increasing demand for fast, efficient movement of freight.

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.

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#### 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."

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#### 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.

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#### 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.