

the women who ensured that the communities were actually settled. They built homes, schools, and churches, worked farms and ran businesses.

Some moved West by choice, others by circumstance. They faced terrible hardships. They made great sacrifices. They struggled mightily. Many of these pioneers—women, men, and children alike—did not survive. But those who did passed along to us a rich American heritage—a heritage based on the values of courage, independence, strength, determination, and freedom.

In addition to the pioneer women whose accomplishments are commemorated by this monument, the statue in Lexington also pays tribute to leaders in our local community who were instrumental in our country's development during the covered wagon days.

As noted on the statue's pedestal, Lexington was settled in 1820 by pioneers moving west from Virginia and Kentucky. The town became an early terminal for river transportation and also served as the starting point on the Western Trail of the pack pony and ox cart. Traders and wagon outfitters in Lexington were some of our most prominent citizens—John, James, and Robert Aull, William Russell, Alexander Majors, and William Waddell.

These successful businessmen made their names not only by selling essential supplies to men and women traveling West, but also by running their own wagons into the frontier to supply settlers and U.S. soldiers in their outposts. Russell, Majors, and Waddell's later enterprise, the Pony Express, was extraordinary in its ambition and still today enjoys legendary status.

Our pioneer ancestors seized opportunities that were available to those willing to take risks and settle our young country's Western territories. But unlike Harry Truman, who likely did not foresee in 1928 the prominent role he would play on the world stage, the early pioneers of our country realized that they were making history. From contemporary letters and diaries, we know that they understood that their adventurous spirits and determination to begin anew would shape our new country.

Their motives were diverse. Some may have come West because they could own land. Others traveled to make fast fortunes—some succeeded, and some simply held on to the dream of "getting rich quick". But whether immigrating from overseas, leaving crowded cities in the east, or moving from Midwestern cities that at one time bordered the frontier, their optimism was reflected in the belief that westward expansion was our nation's manifest destiny.

After seventy-five years, the DAR's Pioneer Mother Monument, the Madonna of the Trail, remains a fitting reminder of those days. Seventy-five years since the initial dedication of this statue, we again recognize and pay tribute to those who made possible the permanent Westward expansion of the United States, as well as the twentieth century leaders who commissioned this monument and worked to ensure that we would never lose sight of the vital contributions of pioneer women in our nation's history.

INTRODUCTION OF THE NATIONAL HIGHWAY BORDERS AND TRADE ACT OF 2003

HON. VERNON J. EHLERS

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 17, 2003

Mr. EHLERS. Mr. Speaker, I am pleased to introduce today a bill to improve transportation

efficiency and to facilitate trade along our country's major international borders and trade corridors—the National Highway Borders and Trade Act of 2003.

Congress created two programs in the Transportation Equity Act for the 21st Century to assist the flow of people and goods through the United States-Canada and United States-Mexico borders and international trade corridors. Over the last 6 years, the funds provided through the borders and corridors programs have contributed to the critical improvement of the roads and bridges along these routes. However, despite this dedicated funding, our trade infrastructure is increasingly strained. Border crossing times are significantly delayed, interrupting the efficient flow of goods and disrupting the just-in-time delivery that is critical to our manufacturing and commercial sectors. Moreover, our highway system currently carries 70 percent of the total goods shipped in the United States, and freight traffic is expected to double in the next 20 years. This increased congestion will lead to lost productivity and have a negative impact on our economy. Changes to the borders and corridors programs are essential if we hope to address these increasingly growing concerns.

The National Highway Borders and Trade Act of 2003 will help reduce border crossing congestion and delays and will improve the highway corridors that carry international commerce by boosting funding for the borders and corridors programs to \$200 million for each program annually for the next 6 years.

Under the bill, the borders program is converted to a more predictable, formula-based program in order to stabilize funding levels for States' border projects. Under a common-sense formula that considers factors that are directly related to delays and the effect of trade on the economy, funding will be based on cargo weight, trade value, and the number of commercial and passenger vehicles passing over the border. Eligible uses for border program funds include improvements to infrastructure, construction of safety enforcement and inspection facilities, operational improvements such as ITS technology, and coordinated planning with Canadian and Mexican authorities.

The bill also makes improvements to the existing corridors program. The legislation focuses funding eligibility on roads that are one of the previously designated high priority corridors, as determined by Congress, and an intermodal road connector to an ocean or inland sea port that accepts a certain minimum amount of international commercial cargo. The corridors program is maintained as a discretionary program, and eligible uses include corridor planning and design activity, location and routing studies, multistate and intrastate coordination, environmental review, and construction costs.

Finally, the bill maintains fiscal responsibility and ensures State investment by mandating a 20-percent State or local share for projects carried out under either program.

This bill is similar to S. 1535, a bill introduced in the Senate by Senator LEVIN from my home State of Michigan. I look forward to working with Senator LEVIN toward passage of this important legislation.

TO PAY TRIBUTE TO TOMMY NUÑEZ FOR HIS OUTSTANDING SERVICE TO THE NATIONAL BASKETBALL ASSOCIATION AND TO HIS COMMUNITY

HON. ED PASTOR

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 17, 2003

Mr. PASTOR. Mr. Speaker, I rise before you today to pay tribute to a man who has served as not only a pioneer in his profession but as a shining role model to our community. I speak of none other than Mr. Tommy Nuñez, who recently retired as a referee from the National Basketball Association (NBA) after thirty years of service.

Considered one of the most respected and honored referees of the game, Tommy began his officiating career with the NBA in 1972 earning the distinction of being the first Latino to referee in any major sport. Throughout his thirty-year career, he has officiated 2,019 NBA games, 64 playoff games and the 1992 All-Star Game.

He began officiating basketball games in predominantly black and Hispanic leagues in his hometown of Phoenix, Arizona. Sharpening his skills he moved on to officiate high school and junior college games. His big break came when an NBA official happened to see him work an exhibition game with the Phoenix Suns and suggested he try out to become an NBA referee. He went on to become one of 16 out of 1000 applicants to join this elite group.

However, Tommy's accomplishments off the court far exceed what he has accomplished with the NBA. His dedication and service to his community have been widely recognized. He speaks and gives clinics for children throughout the country encouraging them to stay in school. His annual National Hispanic Basketball Classic for young Latinos raises money for youth activities. To add to this, he directs a summer work program designed to introduce young adults to the basic principals of employment and instill in them a sense of responsibility and pride.

Tommy's recognitions, to name a few, include being an honoree of the 1994 Hispanic Heritage Awards, inducted into the National Hispanic Sports Hall of Fame in 2001, and presented with the 1992 Roberto Clemente Award for excellence by the National Council of La Raza.

As you can clearly see he serves as an inspiration to us all.

Mr. Speaker, I ask my colleagues to join me in honoring Mr. Tommy Nuñez for his work and dedication to his community and to his sport; and best of wishes on his retirement.

RECOGNIZING THE PLIGHT OF THE ISRAELI PEOPLE DURING THE RECENT CEASE-FIRE PERIOD IN THE MIDDLE EAST

HON. J. RANDY FORBES

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 17, 2003

Mr. FORBES. Mr. Speaker, I rise to call attention to an article written by Rabbi Israel