

the local ambulance board. Bob has also devoted much of his time to the young people of Malheur County as a 4-H leader. He further shares both his love of flying and his Cessna 182 to provide transportation for search and rescue personnel. I am proud to call Bob Skinner, Jr. my good friend and appreciate the opportunity to share his accomplishments over his long and distinguished career as an Oregon cattle rancher. The cattle industry and future generations of farmers and ranchers will continue to benefit from Bob's dedication and willingness to go the extra mile on their behalf.

I would be remiss if I failed to note Bob's remarkable family and all that they mean to him. Bob's father, Bob Skinner, Sr. is an equally impressive man. He resides in Jordan Valley, too, and has a distinguished leadership background similar to his son's. Bob Sr. was a former national committee member of the Public Lands Council and a Past President of Oregon Cattlemen's Association. I am fortunate to call Bob Sr. and his wonderful wife Sara my good friends. Bob Jr.'s wife, Karen, is likewise deserving of considerable praise. She is Bob's partner in success and travels great distances to dedicate herself to her community and industry. Together Bob and Karen have raised four children, Robbin, Kimberly, Silas, and Michael, who have given the Skinners six beloved grandchildren, Nicholous, Kirk and Birch, Kasen, Regann, and Kort. In the summer of 2002, I had the privilege of spending the night in Jordan Valley with the entire family and had a wonderful time getting to know the extended Skinner clan. Together they truly exemplify the dedicated, hard-working and fun-loving American family.

Mr. Speaker, I ask that my colleagues join me in congratulating this extraordinary man and great American, Bob Skinner, Jr. I would like to thank Bob personally for all he has done for the people of Malheur County, the Second District, and the State of Oregon—especially those Westerners who make their living off the land. I wish Bob, his wife Karen and their entire family all the best in future endeavors.

GOODS MOVEMENT PROJECTS OF NATIONAL ECONOMIC SIGNIFICANCE (H.R. 3398)

HON. JUANITA MILLENDER-McDONALD

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 6, 2003

Ms. MILLENDER-McDONALD. Mr. Speaker, I want to bring to the attention of this Congress, legislation that I recently introduced. The Goods Movement Projects of National Economic Significance is legislation that addresses some of our Nation's most pressing transportation and economic needs.

This is the problem:

How freight moves through our communities is an important issue with far reaching implications. Goods movement is the driving force of our Nation's economy. This is a State issue, a Federal issue and it is an issue that directly affects the communities in which we live.

According to the Federal Highway Administration, \$7.4 trillion in goods were moved on the Nation's highway system in 1998, directly employing 10 million people. In 2000, \$706 billion in international merchandise trade flowed

through U.S. seaports and \$646 billion was handled by our railroads.

The volume of goods is projected to grow nationally by 67 percent over the next two decades. This tremendous growth in international trade will continue to place an increasingly heavy burden on our Nation's seaports, trade corridors, highways and rail lines. Traffic congestion, delays, accidents, and freight transportation costs have increased as a result. On a human level—our citizens are spending more and more time stuck in traffic instead of at home with their families.

This is the history:

Over the past 30 years our population has grown, our international trade has increased and our congestion has worsened. For example, in 1970, trade was 12 percent of U.S. gross domestic product (GDP). Today, it is over 25 percent. Since 1970 the population of the U.S. has grown by 40 percent. At the same time, the number of registered vehicles has increased by 100 percent while our road capacity has increased by only 6 percent!

By the year 2020, shipment of containerized cargo moving in and out of the U.S. will increase by more than 350 percent.

By the year 2020, total domestic tonnage of freight carried by all U.S. freight systems will increase by at least 67 percent and international trade will increase by nearly 100 percent.

The transportation reauthorization bill is the perfect opportunity for us to address these pressing transportation infrastructure needs. TEA-21 began to address Goods Movement issues with the creation of the Borders and Corridors Program. But we need to take this need further during this reauthorization bill.

Funding for the Borders and Corridors program was far from adequate. This new legislation encourages communities and regions to develop comprehensive programs and plans that address the goods movement issues of our transportation infrastructure.

This legislation recognizes that we must have a dedicated source of funding to ensure that goods movement and projects of economic significance can be built and that these projects contribute to the overall efficiency of the national transportation infrastructure. As we continue the dialog of reauthorizing the transportation bill, the Goods Movement Projects of National Economic Significance needs to be a part of that conversation.

This is what we must do:

Goods Movement Projects of National Economic Significance will do the following: It will provide \$3 billion per year to a Goods Movement Program.

This legislation separates the Borders and Corridors Program and creates one strong Corridor and Gateway Program. Corridor projects represented 95 percent of the project requests for the Borders and Corridors program.

My legislation focuses our resources on projects and initiatives that promote the safe, secure and efficient mobility of goods and on the immediate and long-term needs of our transportation infrastructure.

This legislation combines and enhances elements of two highly successful transportation programs. This program uses the criteria from the Corridors program and combines it with the fiscal responsibility of the full funding grant agreement of the transit New Starts Program.

Specifically, this program provides \$1.5 billion a year, \$9 billion over the life of the reau-

thorization bill for local communities, States and the Federal Government to plan and build Goods Movement projects. These projects will ultimately enhance local, regional, and State economies, and of course, the national economy.

Finally, \$1.5 billion a year or \$9 billion over the life of the reauthorization bill will be dedicated to funding projects of National Economic Significance.

Throughout the country there are national bottlenecks that congest our communities and slow our national economy down. As we all know from experience, if there is a bottleneck on the highway, traffic several miles away can be affected.

If the type of gridlock that I just described happens and goes unchecked, it will affect an entire region and the entire country and ultimately our economy and the livability of our communities.

These are projects located throughout the country that are "ready to go" major investments in the national transportation infrastructure. By funding these projects we will be stimulating the national economy while investing in the long-term health of our national transportation infrastructure.

This legislation, like the entire transportation reauthorization bill, is an economic stimulus package. For every billion dollars invested in public transportation infrastructure, 47,000 jobs are created.

I ask my colleagues to strongly support this legislation as part of the transportation reauthorization bill. Join me and support The Goods Movement Projects of National Economic Significance.

**CRUSADE 4 CHARACTER:
CHARACTER FIRST IN HAMBURG**

HON. JACK QUINN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 6, 2003

Mr. QUINN. Mr. Speaker, this evening in my hometown of Hamburg, NY representatives of all facets of the community will gather to conduct a "Town Meeting" to discuss the progress and future of Character First in Hamburg.

Character First in Hamburg is made up of numerous community leaders, who over the past two years, have put into place activities in support of good character throughout the town with a mission to create a culture of character in Hamburg.

I had hoped to participate as a keynote speaker for this community update where, along with defensive back and special teams player Coy Wire of the Buffalo Bills and Character First President Suzanne McKenney, concerned residents will hear the results of two years of Character First and highlights of the culture of character gaining momentum in the community.

Suzanne McKenney has been tireless in her extensive efforts over the last two years to bring Character initiatives to the business community, civic community, education community, faith community, government community and media community. Working with a well established Board of Directors and Committee Chairs there is a true emphasis upon creating a culture of character in Hamburg.